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Municipal Transportation Agency
Citizens' Advisory Council
City and County of San Francisco

Engineering, Maintenance & Safety Committee (EMSC)

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Notice of Regular Meeting and Agenda

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Thursday, June 19, 2003, 4:00pm
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy
Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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The MTA CAC may be contacted as follows:

Municipal Transportation Agency, Citizens' Advisory Council

401 VAN NESS AVENUE-Room 334 -SAN FRANCISCO-CA. 94102-4524
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Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, June 19, 2003, 4:00p.m.
1145 Market Street (6th Floor Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Review and adopt Engineering and Maintenance Committee (EMC) Minutes of March 20 and April 24, 2003** (Discussion/Action)	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair** (Discussion/Action)	4:10
5.	**Revision of DPT Sidewalk/Driveway Violation Flyer** (Discussion/Action)	4:15
6.	**Breda Maintenance Concerns** (Discussion/Action) Michael Chinn, Senior Operations Manager, Fleet Engineering	4:20
7.	**Performance of Lift-U Equipment on 6200, 8200 and 8300 Series Coaches. Jerking/Lurching during Breda LRV Operations** (Discussion/Action). Michael Chinn, Senior Operations Manager, Fleet Engineering	4:40
8.	**Third Street Light Rail Project Update** (Discussion/Action) Dennis Tsai, Project Manager, Third Street Light Rail, Construction	5:00
9.	**Committee Members' Questions/Information Requests** (Discussion/Action)	5:20
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/Action)	5:25
11.	**Adjournment**	5:30

Attachment:
Agenda Item 2 - EMC Draft Minutes for March 20, and April 24, 2003
Agenda Item 5 - DPT Sidewalk/Driveway Violation Flyer

Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

August 2003

- Traffic Management System/Ocean Avenue Project Signalization.
- Traffic Signalization System at St. Francis Circle
- Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway Central Offices.

Quarterly/bimonthly updates

- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Pending Topics for Discussion:

- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary).
- T3 Presentation to the Council and MTA CAC interaction.
- Steps Concerning Muni's Vision Plan Implementation.
- Ocean Avenue Traffic Alignment Plans.

Municipal Transportation Agency
Citizens' Advisory Council
City and County of San Francisco

Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Thursday, June 19, 2003, 4:00-5:00pm
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

1. **Call to Order/Roll Call** (Agenda Item 1). The meeting was called to order by Nia Crowder (Chair) at 4:020 p.m.

EMCS Members Present: Nia Crowder (Chair), Steve Ferrario, Linton Stables, Daniel Weaver.

EMCS Members Absent: Bruce Oka

Muni Staff Present: Michael Chinn (Senior Operations Manager, Fleet Engineering), Vincent Harris (Deputy General Manager, Construction), Dennis Tsai (Project Manager, Third Street Light Rail, Construction), Vincent Dunlap (MTA CAC Secretary).

2. **Review and adopt Engineering and Maintenance Committee (EMC) Minutes of March 20 and April 24, 2003** (Agenda Item 2 - Discussion/Action). The Chair indicated that the Committee had no changes to the minutes. Steve Ferrario moved the following motion, which was seconded by Linton Stables:

Motion: The EMCS adopt the EMC minutes of March 20 and April 24, 2003.

The motion unanimously passed.
Nia Crowder (Chair), Steve Ferrario, Linton Stables, Daniel Weaver **voted yes**; Bruce Oka **absent**.

3. **Public Comment** (Agenda Item 3). The Chair noted no members of the public present and attending Council members made no comment.

4. **Report of the Chair** (Agenda Item 4 - Discussion/Action). The Chair indicated that today's meeting is the Committee's first meeting as the Engineering, Maintenance and Safety Committee (EMCS) since the Council's Committee restructuring. Ms. Crowder acknowledged that the functions of the Safety, Training and Accessibility Committee (STAC) were incorporated into the EMCS. She commented that changing the Committee meeting to occur on a regular bi-monthly interval should provide:

- Adequate time in notifying Staff and interested Council Members of agenda topics should be experienced.
- Increased Council Members participation regarding EMCS agenda items of individual interest.

5. **Revision of DPT Sidewalk/Driveway Violation Flyer** (Agenda Item 5 - Discussion/Action). The Chair referred Committee Members to the attachment to Agenda Item 5. Ms. Crowder stated that Council members, specifically Dorris Vincent, had expressed that the Sidewalk/Driveway Violation Flyer's graphics explicitly show both acceptable and unacceptable sidewalk/driveway parking situations. Daniel Weaver commented that the graphics should also depict more of a San Francisco street scene rather than that of a suburban neighborhood.

Linton Stables volunteered to take digital photographs of at least three different situations where vehicles are in violation of the sidewalk/driveway parking code. He stated that he would submit photos to the Committee in support of the Committee drafting a recommendation to the Council. The recommendation should stated that the Department of Parking and Traffic (DPT) use the digital photographs in developing graphics for the flyers that better illustrate sidewalk/driveway parking violations in San Francisco.

The Chair stated that Agenda Item 5 would be calendared as an agenda item for the Committee's August meeting.

6. **Breda Maintenance Concerns** (Agenda Item 6 - Discussion/Action). The Chair introduced Michael Chinn (Senior Operations Manager, Fleet Engineering). Ms. Crowder stated that Mr. Chinn was present to specifically address maintenance concerns regarding the Breda Light Rail Vehicles (LRVs) as communicated by Steve Ferrario.

Steve Ferrario stated that it had come to his attention that serious problems have surface concerning the Breda LRVs. He asked Mr. Chinn to identify what he considered as being serious problems and what measures were being taken to remedy the situation.

Mr. Chinn stated that there are two unrelated areas that have been identified and action has been taken. The first issue had to do with a past practice of running the vehicles beyond the 5,000 or 6,000-miles maintenance period if there was a need to make service. Mr. Chinn explained that, almost a year ago and before the last California Public Utility Commission (CPUC) Audit, an order was given that no vehicle would be in service beyond 10% of its maintenance time. LRV-IIIs still in warranty have a 5,000-miles maintenance increment. If the vehicle had gone beyond warranty a 6,000-miles modified maintenance was scheduled which could not to be exceeded. Mr. Chinn commented that this significant change impacted some service and Green Division sometimes was unable to make morning pullouts. He commented that there has been no violation of the order since that time.

In response to Mr. Ferrario inquiries as to the number of cars in warranty and the number of cars out of warranty, Mr. Chinn stated that all LRV-IIs are out of warranty - a total of 57. A few of the first LRV-IIIs are out of warranty. In total there are 149 cars with an anticipated

delivery of the last two cars in June and July, respectively bring the total number of cars to 151. Roughly, 60 cars are out of warranty with the balance in some form of warranty.

Mr. Chinn commented that the second area identified concerned doors, steps and step extensions as a primary cause of service delays. A survey was completed in May 2002 in which a month's worth of data indicated that a focus on these areas (doors, steps and step extensions) were necessary. Because vehicles were operating about 900-miles between failures, a special program was undertaken. Ten (10) vehicles were disassembled to the point nearest original design configuration. It was determined that there were some quality issues from the original manufacture point as well as some maintenance issues regarding components Muni installed. Results of the special programs proved that nine (9) of the (10) vehicles are operating at about 2,400-miles between failure. Mr. Chinn stated discussions are occurring to perform work on doors, steps and step extensions throughout the fleet. Ongoing discussions with Breda regarding the vehicles still in warranty are taking place. A presentation has been scheduled, sometime next month (July), for Michael Hursh (Deputy General Manager, Maintenance) and Fred Stevens (General Manager) regarding the improvements that clearly justifies additional manpower is required to do the work.

In response to Mr. Ferrario's inquire about reliability issues concerning the screw-drive in the top of the doors; Mr. Chinn stated that in nine (9) of the drives to vehicles in the special program some missed location caused binding and fraying was discovered. He explained the mechanics of a coiled cable that in some instances wrong parts were installed, i.e., six-feet of cable was being coiled where there should only have been about four-feet of cable. He commented that a real opportunity for better cleanliness concerning the screw-drive and the pneumatic systems for the steps was exposed.

Mr. Ferrario expressed concern regarding the deteriorating yokes to the articulated section of the Breda Light Rail Vehicles (LRVs). He stated that based on information received, yoke failures are starting to become a regular occurrence throughout the fleet. Mr. Ferrario expressed the opinion predicated on the age of the vehicles and the number of miles, ultimately all the vehicles would experience malfunctions and a shortage of vehicles would greatly affect Metro service.

Mr. Chinn stated that with regard to the yokes and as discussed during the Committee's meeting of March 20, 2003 - Agenda Item 8, steps have been taken that address this issue. He stated that there is clearly a design issue with the car body. Initial thought was that the malfunction was a wield quality problem identified in the LRV-IIIs, which was considered a process problem that had been isolated. Muni Maintenance found cracks in the very first vehicles received from the manufacture and Breda was advised and subsequently instrumented Car 1407. Muni Maintenance re-wielded every vehicle that had a crack. The fleet is currently at the configurations of their drawings.

Strain gages were applied to Car 1407 in and around the yoke and the horn area to measure the stresses within the metal during normal operations in every conceivable configuration (instrumented). Three iterations of data collections were performed and problems were noted. Breda speculated that the malfunction resulted from the resilient pins being too stiff

and installed revised pins. Stress testing data indicated that even with the revised resilient pins stress numbers were too high.

He explained that steel structures are designed for infinite life - something beyond probably 10 billion-cycles. Stresses were seen in the car body that was more in the million-cycle - several orders of magnitude earlier than what are acceptable. In the interest of completeness, using water the vehicle was loaded with gross vehicle weight and data was collected data.

Mr. Chinn stated that Breda is reviewing instrumented data and would engineer a modification. Breda stands by its original letter that indicates with the cars wielded to original configuration the cars should be acceptable for 60 to 100,000 miles of operations. Muni performs routine inspections of the malfunctioning area of the vehicles and is not in any imminent danger. Mr. Chinn expressed the view that a repair plan probably would be implemented in the October/December (2003) timeframe.

In response to Mr. Ferrario's questions concerning actual change in the design repair plan, Mr. Chinn stated that work on the car body and the resilient pin area is anticipated.

Mr. Ferrario asked if the design repair was considered a warranty issue by Breda even though the cars themselves are out of warranty? Mr. Chinn stated that the car body of a Breda vehicle is warranted for its life. The yoke malfunction is clearly a design issue and Breda is working to resolve this issue.

Mr. Chinn commented that Breda might file a complaint about the track. Specific areas on the K-Line have high elevations and high vehicle stress numbers were recorded in these areas. He explained that the elevation torques the car body faster than the car body can react. The tracks are built to a standard, but he is very comfortable that the traction is Breda's problem. A review considering what is a good solid fix for Muni and the LRV might have to be made.

Responding to Mr. Ferrario's questions regarding the weight of the Breda LRV accelerating the malfunction, Mr. Chinn expressed the opinion that although possible, he does not believe that the weight of the car and the yoke malfunction are directly related and that the weight of the vehicle contributed to the malfunction. However, the idea exist that possibly discovering accelerated wear in something else that has yet to be identified could have contribute to the problem.

Mr. Chinn agreed with Mr. Ferrario's assessment that the repair plan would resolve the issue before it becomes a major problem and enough spare cars are available to effect repairs without impacting service. Mr. Chinn stated the 15 additional vehicles identified for future service along Third Street would have to be deployed; the vehicles would be used to offset vehicles taken out of service for repair.

The Chair stated that the Committee would calendar the topic Breda Engineering Modifications/Design Repair Plan Update as an agenda item for Committee's November meeting.

Mr. Ferrario expressed concern regarding reports of water leakage in the articulated section of the Breda Light Rail Vehicles (LRVs). He made reference that the leakage was possible in the HVAC. Mr. Chinn indicated that he was unaware of this issue but would conduct research.

Mr. Chinn addressed Mr. Ferrario concerns regarding a past pantograph/overhead wire incident that occurred in the subway between Van Ness and Church. Mr. Chinn stated that Muni has begun investigating the possible use of an auto drop pantograph and retrofitting the fleet to such a configuration. He explained the mechanics and operations of the current pantograph (support arm and shear pin) system.

Mr. Ferrario referenced the Boeing pantograph operations in which a semi-automatic pantograph disengaging function was apparent.

Vince Harris (Deputy General Manager, Construction) commented that the downing of overhead wire as it relates to pantograph interface could have happen as a result of a number of problems such as the profile interface between the rail and what happens at the overhead itself. A major project for Muni in the next 18 months is the change out of all the overhead wire in the subway. Mr. Harris explained that a flexible overhead wire system is being designed as opposed to today's rigid system which would allow for more flexibility in case there are interfaces that become problematic.

The Chair noted for the record that Mr. Harris and Dennis Tsai (Project Manager, Third Street Light Rail, Construction) were present as participants in the Committee's discussions.

Mr. Ferrario asked if there a specific reason that Muni is not operating three-car trains in the subway? He commented coupling and uncoupling of cars at West Portal was a standard practice. Reinstating this practice would improve service and provide more efficient train operations. Mr. Chinn affirmed that he is not aware of the rational behind the actual scheduling of trains and there are no technical/engineering reasons for not operating three-car trains.

Mr. Tsai suggested that the Committee refer concerns regarding the coupling issue to Muni Operations.

The Chair recommended that the Committee refer the issues of coupling of cars to the Council's Operations & Customer Service Committee (OCSC) for discussion.

7. **Performance of Lift-U Equipment on 6200, 8200 and 8300 Series Coaches. Jerking/Lurching during Breda LRV Operations** (Agenda Item 5 - Discussion/Action). The Chair introduced the agenda item by stating that Bruce Oka (PMCS/Council Member) had commented in April that he had noticed for several consecutive months that various service lines in particular with the new 6200 buses, the 60-foot articulated buses' disabled lifts frequently were not properly functioning. Mr. Oka had observed a disabled rider being stuck for about forty minutes on a 38-Geary Line bus lift. Mr. Oka also had provided commented that Transit Operators frequently attempt to resolve the mechanical problems by recycling

the lift's system but once the lift is in process the bus cannot move and service delays have occurred. Comments previously submitted by Mr. Oka recommended that Maintenance develop a check of the lifts before vehicles are placed in service.

Mr. Chinn stated that the Lift-U equipment on the articulated and the standard Neoplans is the same equipment as on the ETI's and Newflyer Trolley Coaches. There are pneumatic maintenance requirements for all the equipment. As part of the morning departure requirements, the Operators are required to cycle the lift before the coach is deployed. Any malfunctions occurring during the course of the day are reported by the Transit Operator by their submitting an O-1 written report. The report is cycled through Maintenance for servicing reported malfunctioning lift equipment. Mr. Chinn stated prior to attending the Committee meeting a listing of O-1 had been requested and it was determined that there was not an inordinate number O-1s having been submitted.

Mr. Chinn stated that he would recommend to the Maintenance Deputy General Manager that a reiteration to the Starter Shift Checkout of the vehicles include deployment and inspection of Lift-U equipment as written. Mr. Chinn recommended that the Committee forward a letter in support of his recommendation.

The Chair stated that the Committee would forward a letter in support of Mr. Chinn's recommendation. The Chair indicated that she would contact Mr. Oka requesting his input and submit the draft letter to Council Secretary for preparation.

In response to Mr. Ferrario's question regarding the percentage of vehicles in service to number of vehicles that do not have accessible lifts, Mr. Chinn stated that the standard electric Flyers do not have lifts. About 120 of those Flyers should be retired between now and December. The ETI production plan has Muni receiving all of the articulated and standard coaches by December and coaches are being retired one for one. 160 coaches have been received and ultimately 273 would be received. Muni should be fully lift equipped by the start of next year. System-wide, not more that 30% of vehicles in service are not lifted equipped and non-equipped lift vehicles numbers are diminishing daily.

Jerking/Lurching during Breda LRV Operations:

The Chair commented that the topic had been referred to the Committee and was not considered a safety issue but an overall consideration of a rider's personal comfort. Mr. Chinn stated that having reviewed speed/distance traces for the LRV, the last few feet deceleration rate is very quick and consistent. Mr. Chinn explained that the last few feet represent one wheel revolution and the vehicle just stops. The situation is not an uncontrolled situation and is not an unsafe situation as defined by best practices.

The Chair extended her thanks to Mr. Chinn for addressing the Committee.

The Chair advised Mr. Chinn that the Alternative Fuel Pilot Program (AFPP) update would be scheduled as an agenda item for the Committee's August Meeting.

8. **Third Street Light Rail Project Update** (Agenda Item 8 - Discussion/Action). Mr. Tsai provide the Committee an updated handout on the status of the Third Street Light Rail Project (attachment). Mr. Tsai stated that his presentation would address the project's status; update on the Third Street Light Rail Project - Initial Operating Segment (ISO). He stated that the Third Street Project is the largest element of Muni's Capital Improvement Program and the project consisting of two phases.

- **Phase I - Initial Operating Segment (IOS)**. Comprised of 5.4 miles of surface rail beginning at 4th & King Streets over the 4th Street Bridge connecting to Third Street, south through Mission Bay Development, Central Water Front, and Bayveiw Hunters Point, crossing over on the US101 overpass into Visitacion Valley, and terminating at Sunnydale Avenue and Bayshore Boulevard with a turn-back tail track system. Metro East Maintenance Facility would have the initial ability to store and maintain 80 LRVs, and a projected acquisition of 15 LRVs are included for service along the Third Street corridor. Funding via San Francisco County Transit Authority (SFCTA) Proposition B Sales Tax.

Mr. Tsai stated the concept is continuing for the development of an Intermodal terminal and eventually when consensus develops such a terminal would be constructed east of Sunnydale Avenue and Bayshore Boulevard.

Mr. Tsai explained that track, overhead, system-wide elements (telecommunications, closed circuit televisions, emergency and phones), improvements in landscaping (adding of trees along the entire corridor), underground utilities relocation (sewer system, water supplies, and Auxiliary Water Supply Service [AWSS] for firefighting), street paving from sidewalk-to-sidewalk, and Arts enrichment are incorporated along the IOS alignment. Up to 2% of construction budget would be set aside for Arts enrichment as part of a City's ordinance.

In response to Mr. Weaver's question regarding the total amount of funds for Arts enrichment, Mr. Tsai stated based on negotiations with the Arts Commission approximately $2.7M was set aside for Arts enrichment.

The Council Secretary stated that Committee Members would be provided copies of a booklet on the Third Street Light Rail Youth Arts Program. Mr. Tsai commented that local community participation and ownership regarding the art projects were included.

Overall, the Third Street Light Rail IOS alignment encompasses:

- 19 station stops averaging about two-block separation between stations with varying center and side platforms.
- 3 vice 4 Traction Power Substations would be installed as a result of postponing the Intermodal Terminal.

- Stage 1 Metro East Facility (a 13 acre maintenance facility and vehicle storage site).

Mr. Harris commented that the 19 station stops are high platform stations with canopies.

Mr. Tsai stated that Revenue Service should begin in 2005. The Metro East Facility is being constructed under a construction management/general contractor approach with completion in 2006. A committee has been convened to develop strategies for implementing service, i.e., determining bus service north and south of the termination of the Third Street Light Rail alignment. It is anticipated that the service plan would be presented to the Executive Director on June 27th and subsequently to the Transportation Authority (TA) as well as to the Federal Transit Administration (FTA).

In response to Mr. Weaver's question regarding the outcome of a Joint TA CAC/MTA CAC meeting on the Third Street Light Rail Project Budget, Mr. Harris stated that the new budget was approved and Muni Construction is currently proceeding under that current budget. He also stated that a budget update would be presented to the TA CAC in July and to the TA Board in August for approval. The update would request certain changes to the budget and additional assumptions would be made.

Responding to Ms. Crowder's inquiry as to what specifically would be provided to the TA CAC, Mr. Harris stated that the TA CAC would:

- Review the complete Third Street Light Rail Project Budget from Conceptional Engineering through Construction.
- Discussion the handling of adjustment relative to design cost, when the Intermodal Terminal should be funded and how funding would be accomplished, and repayment of land cost for the Metro East Facility.

Mr. Harris stated that the budget update is not currently complete. The EMCS could receive a presentation on the budget update once it is fully developed.

The Chair requested that the Council Secretary notify the EMCS and the Council of the date in July the TA CAC would review the Third Street Light Rail Budget.

Mr. Harris stated that the TA CAC budget review would take place on the 4th Wednesday of the month (July 23rd) at 6pm, 100 Van Ness, 25th Floor in the TA's Office.

Responding to Ms. Crowder's question concerning discussion regarding the planned urban improvements/beautifications along the corridor, Mr. Harris stated that urban design/landscaping concepts are not an issue.

Mr. Tsai stated that Muni has assembled a Committee to reassess the type of Ticket Vending Machines (TVMs) desired and some form of TVM would be implemented. There is an opinion that the current TVMs are not the most effective and efficient units. The Committee is considering a recommendation to the Executive Management to withhold the funding amount

for TVMs and set funding aside for a future large-scale TVM study and acquisition rather than acquiring current TVMs.

Mr. Weaver asked if patrons would be able to conveniently purchase ticket at the platform? Mr. Tsai stated that ultimately platform ticket purchase would happen, however, at this time it has not been determined by a timeline when the TVMs would be installed on Third Street. Mr. Tsai explained that if the study and acquisition of the overall TVM system extends two, three, four years, then installation of TVMs would be delayed. Proof of Payment (POP) would be enforced vis-à-vis fare payment.

Mr. Tsai stated that Closed Circuit Televisions (CCTVs) are included in the current plan.

Mr. Tsai provided the Committee an overview of the Construction Segments & Schedules as follows:

Segment A - 4th Street Bridged (Muni Construction cost $1.3M [by DPW]). Managed by Department of Public Works (DPW). Construction was postponed and began in May vice in January 2003 due to an endangered fish species-spawning season within Mission Creek.

Segment B - Mission Bay (Construction Cost $20M). Managed by Muni and construction has been underway since May 2002.

Segment C - Central Waterfront (Construction Cost $42.2M). Construction began in January 2003.

Segment D - Bayview/Hunters Point (Construction Cost $31M). Construction began in December 2002.

Segment E - US101 Crossing (Construction Cost $37M). Construction began in October 2002.

Segment F - Visitacion Valley (Construction Cost $14.4M). Notice To Proceed (NTP) issued effective June 16, 2003.

Segment H - Substations (Construction Cost $8.4M). Construction began August 2002.

Segment J - Finishes & Systems (Construction Cost $23.5M). NTP issued with an effective date of June 23, 2003.

In response to Mr. Ferrario's question regarding how Revenue Service would begin, Mr. Tsai stated that operations could not begin until Segment J was completed. He explained that Segment J included the telecommunications; CCTV and Train Control Supervisory Control and Data Acquisition (SCADA) System, which are the last elements of the project, and completion is expected in mid-2005. Mr. Harris that platform conditions and systems were placed under one package to blanket the whole alignment.

Mr. Ferrario asked if the system would completely operate under automatic train control? Mr. Tsai stated that the system would operate under line of site using Transit Operators. The LRVs will traverse along the middle medium of the street under dedicated right of way crossing intersections controlled by signals.

Mr. Tsai briefed the Committee on awarded contract cost, associated cost for both change orders pending and change orders to date as requested by the Committee during its March 20, 2003 meeting. The following information regarding change orders cost was provided:

- Segment B - Mission Bay. Change orders to date in the amount of $716,838.00 primarily from underground work.
- Segment C - Central Waterfront. Construction has just begun and no change order cost projections are anticipated at this time.
- Segment D - Bayview Hunters Point. Construction began in 2002 with substantial changes encountered, i.e., sewer, telecommunications lines, and hazardous soil handling, etc. An anticipated $1.5M in change orders pending.
- Segment E - US101 Overcrossing. The Public Utilities Commission (PUC) assumed approximately $1M of the $1.16M in change orders pending. Additional sewer line work requested by the Commission.
- Segment F - Visitacion Valley. No anticipated changes.
- Segment G - Rail Purchase. The Award Price of $3.8M+ should more than accommodate storage fee associated with early deliver of needed rails.
- Segment H - Substations. Underground obstacles and pylon installation difficulties incurred. $614,000.00 in anticipated change orders pending.
- Segment J - Finishes & Special Systems. No projected additional cost at this time.
- Segment K - Poles & Lights. Contract modified by $96,000 to acquire additional components (i.e., $10,000.00 spent to acquire custom made poles with double arms to address neighborhood concurs for better lighting).
- Segment L - Duct Banks & Underground Utilities. Replacing ducts under Mission and Islais Creeks. Change orders to date: $1,450,000.00 with $2000,000.00 in change orders pending.

Mr. Tsai commented on the number of underground obstructions encountered affecting Segment L. He explained in detail the construction technique used in building the duct banks and an incident involving a break in the Southeast Treatment Plant clean affluent discharge line.

- MME (Muni Metro East) - Site Preparation. Completed with a reduction in price by about $400,000.00.
- MME - Storage Yard & Facilities. Undergoing the pre-qualification Request for Quotes (RFQ) with bids due July 8th at 2:00pm.

Responding to Ms. Crowder question as to claims submitted by any of the residents or business along the corridor, Mr. Tsai He explained that changes orders strictly apply to contract work and such claims are processed separately.

Mr. Stables commented, understanding that some reserve for change orders is necessary it appears that savings obtained in the differences between the Awarded Price as compared to the Engineer's Estimate might covered the estimated cost of $17M for the Intermodal terminal. Mr. Tsai explained that some of the Engineer's Estimates actually exceeded the July 2002 Budget. He explained that the budget was based on a preliminary estimate developed under the Conceptional Engineering Report completed in 2000. The final Engineer's Estimate is the latest update based on completed detailed designs of all plans and specifications ready for bid.

Mr. Harris mentioned that the cost discussed applies only to construction cost. The budget encompasses all cost, i.e., support cost (internal staff, external consultant, right of acquisition, etc).

Third Street Construction Outreach Program

Mr. Tsai provided the Committee an overview of the program by stating the goals of the program was to maximize corridor employment opportunities and provide timely public information on construction. As a result of the outreach program:

- 59 individuals have been placed in construction positions of which 49 of the 59 individuals reside within the project corridor (zip codes 94102, 94107, 94124).
- Muni Construction Management Team placed 25 individuals of which 10 participate in the San Francisco League of Urban Gardeners (SLUG) Program.

Mr. Tsai acknowledged that hiring for Segments F, J, and Muni Metro East has not begun. He commented that the Executive Director made a commitment to hire at least 50 individual from along the project corridor. Muni has met and intent to exceed this goal.

- The goal of 25% of Disadvantaged Business Enterprise (DBE) subcontractor hires has been met of which 12% of DBE subcontractor hires were awarded to local subcontractors along the project's corridor.

Mr. Tsai stated that a very extensive program with a number of Community Based Organizations (CBOs) was established in meeting local hiring goal along the project's corridor, i.e., Young Community Developers, Visitacion Valley Job Training and Education, Mission Hiring Hall, Potrero Hill Neighborhood House, etc. Mr. Harris commented that the CBOs were place in two categories - lead and referral CBOs.

In response to the Chair's request for a list of the local subcontractors, Mr. Tsai stated he would provide the Committee a listing of the local subcontractors through the Council's Secretary.

Community Public Relations Program

Mr. Tsai stated that Muni Staff frequently attends local community organizations meeting. Information on construction schedules, work methodology, project updates, obstructions, and pedestrian access/safety is provided to the public.

In response to the Chair's concern regarding pedestrian safety and community notifications of construction obstructions and heavy equipment operations, Mr. Tsai stated that an on-site public relations firm, The Allen Group (TAG), has addressed safety awareness concerns at church and community groups meetings. Additionally, there are five pedestrian monitors assigned along the commercial corridor within Bayview Hunters Point for monitoring pedestrian access/safety at critical traffic areas affected by construction. He stated that a contract modification has been submitted to the TA Staff for expanding the pedestrian monitor program.

Mr. Weaver expressed concern about LRV Revenue Service operations prior to the completion of Muni Metro East and its impact on the Green Light Rail Facility. Mr. Tsai stated that there has been significant discussion with Maintenance and Operations. Mr. Harris stated that a task force has been convened from Construction, Maintenance and Operations to determine how the service would work.

Mr. Ferrario asked if the overhead wires were capable of handling both trolley poles and pantograph? Mr. Tsai stated that the design parameters for overhead wires include the ability to handle trolley poles and pantograph as well as accommodating the historic rail cars. The only exception is that the historic cars are on the six-inch platform as opposed to the 29 3 1/2 inch platforms. He commented that width and length clearances have also been taken into consideration relative to platform requirements.

- **Phase II - New Central Subway (NCS)**. Approximately 1.4 miles of underground construction: Third Street across Market Street, up Geary Boulevard towards Stockton Street, turning North up Stockton Street under the tunnel, and ending at Clay and Stockton Streets. The NCS comprises of 4 subway stations, Metro East Facility Expansion (20 LRVs), and projected acquisition of 10 LRV to service the Mission Bay Area alignment as ridership develops with 5 to 7 LRV for service along the NCS corridor. Funding is expected from Federal and State agencies.

In response to Ms. Crowder's question concerning Federal and State funds coming from Bridge Tolls, Mr. Tsai stated that the current Short Range Operating Plan call for Federal funding in combination with some State funding. He was unsure if Bridge Toll revenues were identified.

Mr. Harris stated that the Construction Division, in terms of implementation, has between 45 and 55 Capital Projects from early stages of conceptional engineering through construction. He added that the Conceptional Engineering Team consists of City, i.e., Muni, Department of Public Works and Bureau of Architects, and Private Consultant Staffs, and the Construction Division have clearly defined responsibilities.

The Chair extended her thanks to both Mr. Harris and Mr. Tsai for attending today's Committee meeting.

9. **Committee Members' Questions/Information Requests** (Agenda Item 9 - Discussion/Action).

Ms. Crowder - Council Secretary notify the EMCS and the Council of the date in July the TA CAC would review the Third Street Light Rail Budget.

Ms. Crowder - Mr. Tsai provide the Committee a listing of local subcontractors for the Third Street Light Rail Project.

Mr. Stables - Obtain a copy of Jose Cisneros (Deputy General Manager, Planning and Legislative Affairs) presentation that provided a status update concerning Muni's Spending Plan for Proposition B Reauthorization given to the Municipal Transportation Agency Board on June 19, 2003.

Mr. Stables - Suggested that the EMC recommend to the MTA CAC Chair that parts of the Planning & Marketing Committee (PMC) functions be consolidated into the EMCS.

10. **Schedule Upcoming Meetings and Agenda Items** (Agenda Item 10 - Discussion/Action).

Mr. Stables - Commi ttee hold discussion with Jose Cisneros (Deputy General Manager, Planning and Legislative Affairs) concerning **Muni's Input Into the Spending Plan for Proposition B Reauthorization**.

Mr. Ferrario - **Breda Engineering Modifications - Design Repair Plan Update** (October).

Ms. Crowder - Third Street Light Rail Update (December).

11. Adjournment. The meeting adjourned at 5:43pm.

Attachment:
Agenda Item 8 - Third Street Light Rail Project - Municipal Transportation Agency Citizens' Advisory Council Engr. and Maint. Committee - Construction Division Municipal Railway City & County of San Francisco (June 19, 2003)

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Municipal Transportation Agency
Citizens' Advisory Council
City and County of San Francisco

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda

Thursday, August 21, 2003, 4:00pm
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy
Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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The MTA CAC may be contacted as follows:

Municipal Transportation Agency, Citizens' Advisory Council

401 VAN NESS AVENUE-ROOM 334 -SAN FRANCISCO-CA. 94102-4524
☎(415) 554-6873 FAX (415) 554-4103

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(Chapter 67 of the San Francisco Administrative Code)

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Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, August 21, 2003, 4:00p.m.
1145 Market Street (6th Floor Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Adopt Engineering and Maintenance Committee (EMCS) Minutes of June 19,2003** [Attachment] (Discussion/Action)	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	**Church Street Track Switch** [Attachment] (Discussion/Action) Wai Tom, Signals/Communications/Track Maintenance [Muni] (Note: Referred from MTA CAC meeting of August 7, 2003)	4:15
6.	**Traffic Management System/Ocean Avenue Project Signalization** (Discussion/Action) Brian Dusseault, Traffic Engineering Division [DPT]	4:30
7.	**Traffic Signalization System at St. Francis Circle** (Discussion/Action) Brian Dusseault, Traffic Engineering Division [DPT]	4:45
8.	**Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway Central Offices** (Discussion/Action) Jim Nelson, Facilities Planning & Real Estate [Muni]	5:00
9.	**Alternative Fuel Pilot Program (AFPP) Update** (Discussion/Action) Michael Chinn, Senior Operations Manager, Fleet Engineering [Muni]	5:15
10.	**Revision to DPT Sidewalk/Driveway Violation Flyer** (Discussion/Action) Linton Stables, EMSC Member [MTA CAC]	5:20
11.	**Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written** (Discussion/Action) Nia Crowder, EMCS Chair [MTA CAC]	525
12.	**Committee Members' Questions/Information Requests** (Discussion/Action)	5:30
13.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/Action)	5:35
14.	**Adjournment**	5:40

Attachment:
Agenda Item 2 - EMSC Draft Minutes for June 19, 2003

Agenda Item 5 – Paul Czechowicz (MTA CAC Liaison) email of August 8, 2003

Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

November 2003
- Breda Engineering Modifications/Design Repair Plan Update

December 2003
Third Street Light Rail Update Update

Quarterly/bimonthly updates
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Pending Topics for Discussion:
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC interaction
- Steps Concerning Muni's Vision Plan Implementation
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization

Municipal Transportation Agency
Citizens' Advisory Council
City and County of San Francisco

Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Thursday, August 21, 2003, 4:00
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

1. **Call to Order/Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency, Citizens' Advisory Council, Engineering, Maintenance & Safety Committee (MTA CAC EMSC) was held on Thursday, August 21, 2003, at 4:08 pm.

EMSC Members Present: Nia Crowder (Chair), Bruce Oka (arrived at 4:10pm), Linton Stables, Daniel Weaver.
EMSC Members Absent: Steve Ferrario.
Council Members Present: Norman Rolfe.

Municipal Railway (Muni) Staff Present: Wai Tom (Signals/Communications/Track Maintenance), Jim Nelson (Facilities Planning & Real Estate), Michael Chinn (Senor Operations Manager, Fleet Engineering), Vincent Dunlap (MTA CAC Secretary).

Department of Parking and Traffic (DPT) Staff Present: Brian Dusseault (Traffic Engineering Division), Lorraine Fuqua (Acting, MTA Liaison for DPT).

The Chair stated as a matter for the record, Mr. Ferrario's absence was excused.

2. **Adoption of Minutes** (Agenda Item 2 - Discussion/Action). Mr. Stables moved the following:

Motion: The EMCS minutes of June 19, 2003 are adopted.

Following a discussion of Agenda Item 9, Committee Members' Questions/Information to the draft minutes, the Committee agreed that Mr. Stables' comment should be changed as follows:

Mr. Stables - Suggested that the **EMSC** recommend to the MTA CAC Chair that **parts of** the Planning & Marketing Committee (PMC) functions be consolidated into the **EMSC.**

The Chair then called for a second to approve the minutes as amended, which Mr. Weaver seconded.

The motion to adopt the EMCS minutes of June 19, 2003 as amended passed. Nia Crowder, Linton Stables, Daniel Weaver voted **yes**; Steve Ferrario, Bruce Oka **absent**.

Mr. Oka arrived at this time.

3. **Public Comment** (Agenda Item 3). The Chair called for public comment on any item within the jurisdiction of the MTA CAC but not identified as an agenda item. The Chair advised Ms. Paula Fraser that here comments would be taken when Agenda Item 5 was called. No public comment was given at this time.

4. **Report of the Chair** (Agenda Item 4 – Discussion/Action). Ms. Crowder commented that the Committee would keep to its schedule of meeting every other month from 4:00pm to 5:30pm. Per Mr. Oka's request, the Committee discussed the possibility of adjusting the time it meets a half hour later to accommodate Mr. Oka's commute from the Muni Accessibility Advisory Committee (MAAC) meeting that precedes the EMSC meeting. The Committee agreed not to change its meeting time, but the Chair decided that should Mr. Oka have difficulty in arriving on time at the Committee's next meeting, the Committee would revisit the possibility of adjusting its assembly time.

5. **Church Street Track Switch** (Agenda Item 5 - Discussion/Action). The Chair stated that Agenda Item 5 had been referred from the Council's meeting of August 7th. Ms. Paula Fraser, a resident of San Francisco, had previously expressed her concerns to the Council regarding the safety condition of the track, rail switch, and track bed located in front of her residence on Church Street. The Chair recognized Ms. Fraser who was asked to give a brief overview regarding her concerns. Ms. Fraser commented that she believed that it had been concluded that the track area in front of her home was safe and Muni track maintenance workers had performed some repairs to the tracks last week. However, she expressed the opinion that the short time the repairmen were present repairs could not have possibly been adequate enough to fix the problem. Ms. Fraser commented that vibrations levels as the Breda Light Rail Vehicles (LRVs) pass in front of her home continue to be significantly greater, at least two-to-three times than those of the Boeing LRVs. Ms. Fraser expressed the opinion that as the vehicles traverse along the trackway the Breda LRVs are causing damage to her home, creating cracks in the driveway, sidewalk, foundation, etc. She described what she considered the negative effects the Breda LRVs are having on her home, her observations regarding the movement of the vehicles as the LRVs travel along the trackway, and the noise the vehicles emitted. She also expressed concern about LRV Transit Operators frequently not observing the stop sign late at night at the intersection of Day and Church Streets when vehicles are in an "out of service" status en route to the yard.

Wai Tom (Signals/Communications/Track Maintenance) explained that the Superintendent of Track Maintenance and he evaluated the crossover near Ms. Fraser's home. He pointed out that the crossover is a very old type of design. Mr. Tom provided a detailed description of preliminary track work done and the track maintenance to be performed on the crossover near Ms. Fraser's home. He stated that repairs should reduce the noise and bouncing of the LRVs on the rails. He stated that track maintenance work was scheduled to begin on

Monday, August 25th. He commented that the maintenance work would be done over a few weeks in attempts to not disrupted services.

Mr. Oka expressed the opinion that the Breda LRVs are heavier than the Boeing vehicles and the tracks are just not made to hold the extra weight. Mr. Oka asked if Muni had any plans to replace the tracks in the area of Day and Church Streets, and along the J-Line in this area. He commented that the broken pavement in the area adjacent to the tracks creates a safety hazard for wheelchair users. In response to Mr. Oka's question, Mr. Tom stated that there might be some future plan regarding rail replacement in the area but the issue regarding rail replacement should be addressed to Muni Construction/Engineering. **The Chair directed that Mr. Oka's question be forwarded for an appropriate response.**

The Chair asked Mr. Tom to provide an update regarding this matter at the Committee's next meeting scheduled for October 16th.

Mr. Tom stated that he would notify Operations regarding Transit Operators allegedly running the stop sign late at night at the intersection of Day and Church Streets when transiting in an "out of service" status back to the yard. He stated that he would request that Transit Inspectors observe LRV Transit Operators activities in the area.

Ms. Fraser expressed her thanks to the Committee for their assistance in addressing her concerns. The Chair extended an invitation to Ms. Fraser to attend the Committee's October 16th meeting.

Mr. Stables commented that there should be some other way to provided a response to residents' concerns than their having to attend a number of Council/Committee meetings. The Chair explained that Ms. Fraser could also contact the Council's Secretary who would provide her an explanation regarding the Committee's/Muni's actions concerning this matter.

On behalf of the Committee, the Chair extended thanks to Mr. Tom for attending today's meeting and Muni responding so quickly to Ms. Fraser concerns.

The Chair stated that Agenda Items 6 and 7 would be read together and asked Brian Dusseault (Traffic Engineering Division [DPT]) to address both agenda items.

6. **Traffic Signalization System at St. Francis Circle** (Agenda Item 7 – Discussion/Action). Mr. Rolfe commented that rail service is often delayed at St. Francis Circle. Mr. Weaver professed that he had previously purported that it was his understanding that Muni has a way of overriding the traffic signals at St. Francis Circle allowing LRVs to immediately travel through the intersection. He stated that he had heard that the override is inoperative and that LRVs receive a crossing signal following every second signal.

Mr. Dusseault explained that the intersection operates on an inserted, actuated phase activated by the LRV. The LRV, not the operator, activates a (preemption) switch on a sensitive track – a portion of the track that recognizing when a LRV has arrived at the

intersection. There are opportunities during the ninety-second cycle of the traffic signal controller for which the LRV receive the phase to traverse the intersection. Due to the number of LRVs traveling through the intersection it may appear that the vehicles are being served every other cycle.

Mr. Weaver and Mr. Rolfe commented that they had observed the Transit Operators activating a "K" or "M" button. Mr. Dusseault stated he had no knowledge of what the LRV operators might have been activating.

In response to Mr. Weaver's question regarding the Transit Operators activating a signal preemption button during the temporary use of the "K" bus service when construction on the K-Line was in progress, Mr. Dusseault commented that quite possibly something might have been configured for the buses to be able to actuate the phase. He explained that DPT's (traffic) controller only receives the signal that the LRV is in position to be serviced during the ninety-second cycle. He advised that Muni Operations could better address their comment and question regarding this matter.

7. **Traffic Management System/Ocean Avenue Project Signalization** (Agenda Item 6 – Discussion/Action). Mr. Weaver inquired about the controller cabinets designed, size and placement, and if the Department of Public Works (DPW) reviewed the selection process. Mr. Dusseault responded that DPT selected the location for the controller cabinets and DPW prepared the design phase. He explained that DPT typically selects the location of the controller cabinets based on the following:

- The perspective of the electricians who services the intersections and their need to have the best visibility to observe traffic and to safely reactivate the signal when necessary.
- Minimal impact on sidewalks.
- Attempts to install cabinets all on the same side of the street were interconnect communications cables are located.

Mr. Dusseault commented that Mr. Weaver and groups had worked on the project for quite some time, and no one truly knew what the sidewalks would look like until near the project's completion. He commented that most of the controller cabinet locations are located well.

In response to Mr. Weaver's questions concerning the controller cabinets designer, size and the policy concerning the location where the cabinets were to be installed on the sidewalks, Mr. Dusseault stated that DPT designed the cabinets around 1999/2000. DPT regulates the design of the cabinets and the cabinets were a modification of existing CalTrans cabinets. The cabinets' size was selected basically to accommodate future equipment, i.e., preemption, video detection, and variable message boards as needed. He stated that he was not aware of any specific policy as to where controller cabinets are to be located. The controllers cabinets are generally installed two feet back from the face of the curb to:

- Prevent the cabinet from being struck by a vehicle, which would create a greater problem.

- Allow the remainder of the sidewalk up to the cabinet, a distance of at least five feet, as clearance for pedestrian use.

Mr. Dusseault remarked that he believed that there are guidelines that specifically identify restrictions on where cabinets can be placed. He commented that DPT works very closely with DPW. DPW prepares DPT's electrical designs and DPT residential engineers inspect the various projects. Typically, DPT chooses the corner and approximate location for the cabinets' locations and DPW prepares the final design.

Mr. Stables expressed the opinion that in future planning a singular agency should be charged with regulating sidewalk furnishings and equipment, i.e., cabinets, news racks, poles, signs, benches, etc, anything that is installed on public sidewalks.

Mr. Oka expressed the opinion that DPW should not have any control over the design of the controller cabinets; however, the placement of the cabinets is under the direct jurisdiction of DPW.

Mr. Weaver commented that he hoped that DPT would analyze the Ocean Avenue Project and lessons learned could be applied to future projects regarding the placement of controller cabinets in relationship to the sidewalks and intersections, and pedestrian need for sidewalk access.

Mr. Stables asked about the possibility of the controller cabinets becoming smaller in the future as miniaturized electronic components become available. Mr. Dusseault commented that DPT is actively researching smaller cabinets.

Lorraine Fuqua (Acting, MTA Liaison for DPT) introduced herself to the Committee at this time. She explained that she had been recently asked by Gerald Norman (Executive Director, DPT) to take a more active role acting as the liaison between DPT and MTA, and to try to help facilitate better communications. She explained that her proposal to Mr. Norman would be that she would attend all meeting in which DPT staff was attending to ensure DPT follow-up is properly directed within the Department. Ms. Fuqua stated that any and all request should be sent to her through the Council's Secretary or Paul Czechowicz (MTA CAC Liaison) for routing to DPT for an appropriate response.

Ms. Fuqua commented that as she understood the Committee's concerns regarding controller cabinets, as DPT researches and conclusions are reached regarding possible installation of smaller cabinets, the Committee should receive updates on this matter.

Mr. Weaver commented that San Francisco Beautiful (SFB) has been examining the issue regarding sidewalk furniture for a number of years. He stated that his position is that utilities boxes should either be replaced with underground facilities or made into some type of useable piece of street furniture off the public right of way. Mr. Weaver suggested that quite possibly utilities boxes could be located near bus stops if made into benches which would serve two purposes.

The Chair extended her thanks to both Mr. Dusseault and Ms. Fuqua for coming and addressing the Committee. She commented that the discussion provided clarification as to which City agency is responsible for selecting and regulating the size of the controller cabinets (DPT) and which City agency is responsible for the placement of the controller cabinets along City streets (DPW). The Chair stated that the Committee continues to be concerned about the size of the cabinets and looks forward to receive updates regarding DPT's research into the possibility of installing smaller cabinets.

Noting that staff had not arrived for discussion of Agenda Item 8, the Chair called for Agenda Item 10.

8. **Revision to DPT Sidewalk/Driveway Violation Flyer** (Agenda Item 10 – Discussion/Action). Mr. Stables stated that he had not taken the digital photographs of specific sidewalk parking violations that should be used to illustrate illegal parking situations in the City. He stated that there are about five (5) situations of which the driving public assumes is acceptable regarding sidewalk and driveway parking, that it was his intent to provide photos of these situations to the Committee, which would be forwarded to DPT recommending the Department revised the Sidewalk/Driveway Violation Flyer.

Mr. Oka commented that vehicle sidewalk and driveway obstructions are violations that are listed in the California Department of Motor Vehicle Code (DMV).

Mr. Rolfe suggested that an illustration should include a pedestrian slipping on an oil deposit left from a vehicle that had illegally parked on the sidewalk.

Ms. Fuqua asked that the finalized recommendation should be forwarded to her for coordination of DPT's response.

The Chair called Agenda Item 8.

9. **Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway Central Offices** (Agenda Item 8 – Discussion/Action). The Chair asked that Jim Nelson (Facilities Planning & Real Estate) provide the Committee an update as to the integration of DPT and Muni Central Offices. Mr. Nelson commented that most of the process has involved locating a building. He stated that the Tenderloin Neighborhood Development Corporation owns a ½ block parcel of land from Market to Mission on the west side of 10th Street, across from the Furniture Market. He explained that the Corporation has a developer that plans to build 400 units of affordable housing on the Mission Street side of the location and the plain is to support the affordable housing with an office building on the Market Street side. The building would be a City office building since there is no market for private office buildings in the current economy. Mr. Nelson commented that the Mayor's Office along with the City Architect have been working on this plan for quite some time. It is anticipated that an Environmental Impact Report (EIR) would be authorized on the building.

In response to Mr. Stables question concerning adequacy of building space, Mr. Nelson responded that Muni requires 200,000 square feet and the build would be well over 400,000 square feet. The building would accommodate both Muni and DPT's planned Command and Control Center. He remarked that the City has not committed as to which agencies would be housed in the building, but a list of agencies are being consideration and Muni is at the top of this list. Mr. Nelson commented that the City and County of San Francisco has a need for one million square feet of office space in the Civic Center Area to move agencies such as Muni out of leased office spaces. He explained that between Muni and DPT over $4.6M a year is spent in office rental. It is expected that the building would become an ownership between the City and Muni once the certificates of participation have been paid off for the cost of the building.

Current discussions with representatives from the City Architect's Office, DPT and Muni's technicians from Central Control met to only consider the base cost of the building incorporating any extraordinary cost within the building for extra cabling, conduit, raised floors, and etc.

In response to Mr. Rolfe's questions concerning Muni's Central Control at West Portal, Mr. Nelson explained that much of the equipment (routing computers) would have to remain with a possible small staff to effect repairs as necessary, however, the function and staff would relocate to the new building. He added that current location of Central Control is far too limited and any expansion is prohibited due to neighborhood concerns. He expressed the view that the Executive Director desires that Central Control operate from the main administrative building.

The Chair requested that Mr. Nelson keep the Committee apprised of any problems that the Council could assist in addressing by submitting a recommendation. Mr. Nelson recommended that the Committee receive an update regarding the integration of DPT and Muni Central Offices in January 2004.

The Chair extended the Committee's thanks to Mr. Nelson for coming and updating the Committee regarding this matter.

The Chair called for Agenda Item 9.

10. **Alternative Fuel Pilot Program (AFPP) Update** (Agenda Item 9 – Discussion/ Action). Michael Chinn (Senor Operations Manager, Fleet Engineering) commented that the Committee was aware of the elements of the program and the fundamental deliverable to the community is the final report, which is to be completed in October 2003. Since the preliminary report, the program's focus has been on reliability information and test vehicles experiences at other properties. Performance numbers contained in the preliminary report have also been validated.

Mr. Chinn stated that the next major milestone would be to deliver sometime in November or December the procurement specification to Muni management. The procurement

specification would focus on two alternative fuel propulsion types – diesel electric hybrid as a primary and Liquid Natural Gas (LNG) in direct injection applications as a secondary.

The Chair requested that Mr. Chinn define the procurement specification and review processes, any type of hearing process, and anticipated Council involvement. Mr. Chinn stated that the process is to first develop the technical specifications in parallel working with City Staff, Purchasing and the City Attorney, to develop the terms and conditions for the procurement process. Once that technical specifications document is at a 95% completion, internally it would be released from Fleet Engineering to other areas within Muni for consideration of fleet integration and general vetting from other relative experts, such as Maintenance, Operations, etc. One the document is at a point for release for industry comment; Muni would announce to the Municipal Transportation Agency Board (MTAB) that the specification could be release to industry. Mr. Chinn stated that at this point, the document would be shared with the Committee, which could be anticipated in January 2004.

Mr. Stables asked if the LNG procurement proposal included a fueling station? Mr. Chinn stated that the fueling station would be an addition. The related LNG facilities considerations would be administered by Muni's Construction and would be initiated at the same time the procurement process. He stated that there has been continuing discussion of locating a fueling station at Islais Creek that could accommodate different fueling needs.

Mr. Rolfe asked how the gas is maintained in a liquefied state on buses? Mr. Chinn explained that basically liquefaction is maintained through a thermos bottle effect. The gas is vaporized between the fuel tank and the actual injection. Using a high pressure direct injection maintains a diesel cycle as opposed to an auto cycle which provides much more torque for a given engine size.

Mr. Weaver inquired as to Muni and the Transportation Authority (TA) previous different positions concerning the AFFP. Mr. Chinn commented that reliable service is obvious, but Muni has continued the last several months to intensify its focus on clean air as its objective. Mr. Chinn commented that through a series of outreach efforts that explain Muni's proposal for achieving clean air, as originally envision as a program in the late 1990's, and by allowing the procurement of diesel-electric hybrids with the possibility of considering the addition of some LNG to the fleet in the future, the relationship is converging.

Mr. Stables inquired as to the position of the Independent Oversight Committee's (IOC) regarding the AFFP. Mr. Chinn commented that Muni has had continuing meeting with the IOC, a group of environmentalist. An understanding has developed with the IOC that Muni is not adverse to clean air. The IOC has begun to comprehend Muni's original reluctance to introduce a fuel type and methodology of operating equipment that would not have worked in San Francisco.

Responding to Mr. Oka's concern about alternative vehicles reliability to operate in San Francisco unique topography, Mr. Chinn stated from an operational perspective, reliability is Muni's number one concern. Muni is only interested in testing vehicles that can successfully negotiate San Francisco steep streets. Diesel-electric vehicles are rated in kilowatts

equivalent to a trolley coach when pulling the hills. Should Muni pursue LNG vehicles the vehicles would be configuration in such a way that produces 1,050 feet pounds of torque required for negotiating hills.

The Chair stated that the Committee would schedule another AFPP update in January 2004. Ms. Crowder extended the Committee's thanks to Mr. Chinn for addressing the Committee's concerns.

The Chair called for Agenda Item 11.

11. **Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written** (Agenda Item 11 – Discussion/Action). Ms. Crowder stated that she is still working on the draft and defer Agenda Item 11 to the Committee's next meeting.

12. **Committee Members' Questions/Information Requests** (Agenda Item 12 - Discussion/Action).

Mr. Oka - Does Muni have any plans to replace the tracks in the area of Day and Church Streets, and along the J-Line in this area?

13. **Schedule Upcoming Meetings and Agenda Items** (Agenda Item 13 – Discussion/Action). The following items are to be scheduled for the Committee's October16th meeting:

- Church Street Track Switch Follow-up.
- Revision to DPT Sidewalk/Driveway Violation Flyer.
- Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written.
- All future diesel to trolley conversions include consideration of undergrounding overhead utility wires along the entire route.
- Third Street Light Rail Update – Construction Budget Presented to TA CAC; Work Stoppage; Community Concerns Regarding Outreach/Contracting Issues (Minority Contracting, Use of Community Based Organizations (CBO) as First Source Hiring Point/Rotating Pools).
- Discussion to hold Special Meeting of EMSC in November.

14. **Adjournment.** The meeting adjourned at 5:37pm.

Municipal Transportation Agency
Citizens' Advisory Council
City and County of San Francisco

Engineering, Maintenance & Safety Committee (EMSC)
Notice of Regular Meeting and Agenda

Thursday, October 16, 2003, 4:00pm
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

90 325
16/03

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy
Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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Municipal Transportation Agency, Citizens' Advisory Council

401 VAN NESS AVENUE-ROOM 334 -SAN FRANCISCO-CA. 94102-4524
☎(415) 554-6873 FAX (415) 554-4103

DISABILITY ACCESS

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Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, October 16, 2003, 4:00p.m.
1145 Market Street (6th Floor Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Adopt Engineering and Maintenance Committee (EMCS) Minutes of August 21,2003** [Attachment] (Discussion/Action)	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	**Church Street Track Switch Follow-up** (Discussion/Action) Wai Tom, Signals/Communications/Track Maintenance [Muni]	4:15
6.	**All Future Diesel to Trolley Conversions Include Consideration of Undergrounding Overhead Utility Wires Along the Entire Route** (Discussion/Action)	4:30
7.	**Third Street Light Rail Update (Construction Budget Presentation to San Francisco County Transit Authority Citizens Advisory Committee (TA CAC); Work Stoppage; Community Concerns Regarding Outreach/Contracting Issues (Minority Contracting); Use of Community Based Organizations (CBO) as First Source Hiring Point/Rotating Pools)** (Discussion/ Action)	4:45
8.	**Revision to DPT Sidewalk/Driveway Violation Flyer** (Discussion/Action) Linton Stables, EMSC Member [MTA CAC]	5:15
9.	**Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written** (Discussion/Action) Nia Crowder, EMCS Chair [MTA CAC]	5:20
10.	**Committee Members' Questions/Information Requests** (Discussion)	5:25
11.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action)	5:30
12.	**Adjournment**	5:40

Attachment:
Agenda Item 2 - EMSC Draft Minutes for August 21, 2003

Municipal Transportation Agency Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

November 2003
- Breda Engineering Modifications/Design Repair Plan Update

December 2003
- Third Street Light Rail Update

January 2004
- Alternative Fuel Pilot Program (AFPP) Update – Procurement Specification
- Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway (Muni) Central Offices

Quarterly/bimonthly updates
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Pending Topics for Discussion:
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC interaction
- Steps Concerning Muni's Vision Plan Implementation
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council

Engineering, Maintenance & Safety Committee (EMSC)

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Notice of Cancellation of Regular Meeting and Agenda

Thursday, October 16, 2003, 4:00pm
1145 Market Street, 6th Floor Main Conference Room

The regular meeting of the Engineering, Maintenance & Safety Committee was cancelled due to no quorum being met.

12-01-03A11:32 RCVD

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy,
Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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Lobbyist Registration and Reporting Requirements

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Citizens' Advisory Council, Municipal Transportation Agency
401 VAN NESS AVENUE-ROOM 334 - SAN FRANCISCO, CA. 94102-4524
☎(415) 554-6873 FAX (415) 554-4103

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council

Engineering, Maintenance & Safety Committee (EMSC)

(Formerly Engineering and Maintenance Committee [EMC])

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Notice of Cancellation of Regular Meeting and Agenda

Thursday, November 20, 2003, 4:00pm
1145 Market Street, 6th Floor Main Conference Room

11-14-03P04:51 RCVD

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy,
Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

The Engineering, Maintenance & Safety Committee (EMSC) [formerly the Engineering and Maintenance Committee [EMC])] **will not hold a regular meeting, Thursday, November 20, 2003 at 4:00PM. No agenda for this meeting was posted and distributed in advance.**

Please contact Vincent Dunlap (Council Secretary) at (415) 554-6873 should you have any questions.

Notes:
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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

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Engineering, Maintenance & Safety Committee (EMSC)

Agenda

Notice of Cancellation of Regular Meeting
for
Thursday, December 18, 2003 at 4:00 p.m.
1145 Market Street, 6th Floor Conference Room
San Francisco, CA

The regular meeting of the Municipal Transportation Agency Citizens' Advisory Council, Engineering, Maintenance and Safety Committee (EMSC) has been cancelled. No Agenda has been posted concerning this meeting.

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Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy (Chair), Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

NOTES:

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Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue - Room 334 – San Francisco, CA 94102-4524
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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Agenda

Notice of Cancellation of Regular Meeting
for
Thursday, January 15, 2004
1145 Market Street, 6th Floor (Main Conference Room)
and
Rescheduled Regular Meeting and Agenda
for
Thursday, January 22, 2004 at 4:00 p.m.
1145 Market Street, 6th Floor (Main Conference Room)
San Francisco, CA

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(No Agenda was posted for the regular meeting of the EMSC for Thursday, January 15, 2004.)

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Linton Stables, Daniel Weaver

Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Ellen Hayes, Daniel Murphy (Chair), Cesar Perez, Norman Rolfe, Dorris Vincent
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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Rescheduled Regular Meeting
Thursday, January 22, 2004 at 4:00p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Adopt EMSC Minutes of August 21, 2003** [Attachments] (Discussion/Action) [Attachments]	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	**Alternative Fuel Pilot Program (AFPP) Update – Procurement Specification** (Discussion/Action) Michael Chinn, Senior Operations Manager, Fleet Engineering [Muni]	4:15
6.	**Healthy Air Enforcement Act of 2004** (Discussion/Action) [Attachment] Michael Chinn, Senior Operations Manager, Fleet Engineering [Muni]	4:35
7.	**Third Street Light Rail Update** (Discussion/Action)	4:55
8.	**Committee Members' Questions/Information Requests** (Discussion)	5:15
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, March 18, 2004, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:20
10.	**Adjournment**	5:30

Attachments:
Agenda Item 2 - EMSC Draft Minutes for August 21, 2003

Agenda Item 6 – Edward M. Harrington (Controller) letter of December 15, 2003
(Re: Proposition I – Ordinance requiring the Municipal Railway (MUNI) to replace all pre-1991 diesel buses on or before January 1, 2007 [w/copy of proposed Healthy Air Enforcement Act of 2004])

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

August 2003 (Deferred Agenda Item) - Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway (Muni) Central Offices.

October 2003 (Cancelled Meeting) - Church Street Track Switch (Follow-up); August 28th Metro Overhead Dewirement Incident Follow-up/Station Agents Failure to Make Announcement When Service Delays Occur; Third Street Light Rail Update - (Construction Budget Presentation to San Francisco County Transit Authority Citizens Advisory Committee (TA CAC); Work Stoppage; Community Concerns Regarding Outreach/Contracting Issues (Minority Contracting); Use of Community Based Organizations (CBO) as First Source Hiring Point/Rotating Pools); Sectionalization of Overhead for Metro Subway Service; All Future Diesel to Trolley Conversions Include Consideration of Undergrounding Overhead Utility Wires Along the Entire Route; Revision to DPT Sidewalk/Driveway Violation Flyer (Continued); Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written; Revision of DPT Sidewalk/Driveway Violation Flyer (Continued).

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- Alternative Fuel Pilot Program (AFPP)
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Potential Discussion Topics:
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- T3 Presentation to the Council and MTA CAC interaction
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- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization

Non-complete Agenda Items:

- Revision to DPT Sidewalk/Driveway Violation Flyer – Linton Stables, Committee Member
- Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment - Nia Crowder, EMCS Chair [MTA CAC]

City and County of San Francisco
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Citizens' Advisory Council

Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Thursday, January 22, 2004, 4:00pm
1145 Market Street, 6th Floor Main Conference Room
San Francisco, CA

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1. **Call to Order/Roll Call** (Agenda Item 1). The regular meeting of the Municipal Transportation Agency, Citizens' Advisory Council, Engineering, Maintenance & Safety Committee (MTA CAC EMSC) held on Thursday, January 22, 2004. Nia Crowder (Chair) called the meeting to order at 4:03pm.

EMSC Members Present: Nia Crowder (Chair), Linton Stables, Daniel Weaver.
EMSC Members Absent: Steve Ferrario, Bruce Oka.
Council Members Present: Norman Rolfe.

Municipal Railway (Muni) Staff Present: Michael Chinn, (Senior Operations Manager, Fleet Engineering), Vincent Dunlap (MTA CAC Secretary).

2. **Adoption of Minutes** (Agenda Item 2 - Discussion/Action). Mr. Stables moved the following motion, which was seconded by Mr. Weaver:

Motion to adopt: The EMCS minutes of August 21, 2003 are adopted.

The motion to adopt EMCS minutes of August 21, 2003 passed. Nia Crowder, Linton Stables, Daniel Weaver voted **yes**; Steve Ferrario, Bruce Oka **absent**.

3. **Public Comment** (Agenda Item 3). The Chair called for public comment on any item within the jurisdiction of the MTA CAC but not identified as an agenda item. No public comment was given at this time.

4. **Report of the Chair** (Agenda Item 4 - Discussion/Action). Ms. Crowder commented that since Mr. Stables had tenured his resignation as a Council member a replacement on the Committee would not be required and remaining Committee members would need to be encouraged to attend all future meetings. She expressed the opinion that the Committee's new schedule and structure in meeting every other month for a 90-minute period appears to be satisfactory. The Chair stated that a

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special meeting would be scheduled should the Committee need to address items that do not comply with the regular scheduled meeting of every other month.

Mr. Weaver suggested that should the Committee fail to hold a regular scheduled meeting, a special meeting should be scheduled the following month.

The Chair explained that should an item be referred for immediate review, a special meeting could be scheduled, but the Committee would continue to hold 90-minute bimonthly meetings.

5. **Alternative Fuel Pilot Program (AFPP) Update – Procurement Specification** (Agenda Item 5 - Discussion/Action). The Chair introduced Michael Chinn (Senor Operations Manager, Fleet Engineering) and extended the Committee's thanks for his being available to participate. **Mr. Chinn explained that handout materials had not been finalized. He stated that he would provide the Council's Secretary materials in anticipation of the Committee's next meeting.** He stated that he would address Muni's AFPP and Muni's investigation of the appropriate vehicle propulsion types for future procurements.

The Chair stated that Agenda Item 6 – Healthy Air Enforcement Act of 2004 would also be addressed at this time since Committee Members might have overlapping questions. She explained that the Healthy Air Enforcement Act referred to the March 2nd Proposition I ballot measure and asked Mr. Chinn to also address Committee Members questions that might require clarification relative to the AFPP update.

Mr. Chinn stated that Muni intends to comply with its Short Range Transit Plan (SRTP) – to replace vehicles with legal vehicles as soon as replacement vehicles are available. He acknowledged that Muni has always been mindful of the need for high reliability and the ability of equipment to maintain schedule. He remarked that Muni has been testing diesel electric hybrid and Combined Natural Gas (CNG) powered buses for the past 2½ years. Through the testing process it has been determined that diesel electric hybrid (technology) has shown the most promise for San Francisco's application. He commented that the three primary hybrid packaging manufactures' configurations available in the United States tested were ISE, Allison, and BAE. All the 40-foot buses tested were able to operate in San Francisco's topography and maintain schedule at full load. Based on the testing results, a Request For Proposal (RFP) specification would be produced for diesel electric hybrid.

He informed the Committee that the California Air Resource Board (CARB) Staff indicated during workshop meetings in December (2003) that proposed language

would be submitted to CARB for consideration at its June 24, 2004 meeting to allow 2007 NOx emission level for diesel engines equipped in diesel electric hybrid (technology). He explained that there is an emission reduction factor associated with hybrid application yielding a 25% reduction of a certified emission level. Once modifications to CARB rules are made regarding the NOx requirements, Muni would be allowed to procure diesel electric hybrid vehicles that comply with CARB requirements, which would allow securing funding. A period of public comment would continue up until the CARB's meeting. If accepted by CARB, the changes in NOx requirements would be effected immediately and would continue into 2007. Mr. Chinn expressed the opinion that the modification is a concession to the realities of what the engine manufactures are able to produce.

Replying to Mr. Weaver's questing regarding new bus procurement not occurring till after 2007, Mr. Chinn explained that buses would have to have engines that meet the 2007 CARB certifications emission level. Currently, there are engine manufactures producing engines that meet the 2007 certifications emission level. The new bus procurement timeframe would be based on the availability of funding. Mr. Chinn commented that because of the distribution of funds, Muni's replacement plans would not be fully funded until 2006 and that more than half of the available funds would not be available until Fiscal Year 2005 (August 2004). Once the Controller certifies that funds are available, the RFP would be issued. It is Muni's expectation that a RFP could be issued by August 2004. Buses currently purchased would meet the 2007 standard.

Mr. Rolfe inquired as to the CARB standards and the vehicle's function. Mr. Chinn stated that the NOx emission is expected to be 1.9grams of NOx per break horsepower hour. The scheme is such the battery serves as storage medium for breaking and under acceleration it is an electric device that operates principally across the generator pulling some power from the battery as available.

Mr. Weaver commented that the plan appears unsuitable to those who proposed the bus replacement act and the fleet they want replaced would be replaced within the same timeframe. Mr. Chinn remarked that individuals who are absolutely against diesel would have issue with diesel electric hybrid (technology). The fleet replacement would occur within a few months of the same timeframe as mandated - all the 88's would be replaced by the end of 2004, 89's by 2005, and 90's 2006. It is believed that Muni would be fully compliant by 2007 and actually believe compliance would be met by 2006, but will be out of compliance in 2005. If all the 88 vintage buses have to be retired by the end of 2005, a hardship would be imposed for Muni.

Ms. Crowder commented that Muni's Active Fleet is comprised of ultra low emission diesel. Mr. Chinn stated that the Active Fleet is currently CARB compliant and per

procurement plans would be CARB compliant right through 2007. He explained that the objective of Muni's fleet as envisioned in 1997 was to have 98% less particulate matter (PM) emission by 2007. Muni's plan would achieve this goal. The CARB version of the same requirement targeted 2002 emission level as a baseline and by 2007 emission level had to be basically at 15% of 2002 emission level.

Mr. Weaver inquired about the source for new bus funding. Mr. Chinn explained that the principal source is Federal funds, then Proposition K and possibly bridge toll. Ms. Crowder stated that bridge toll has not passed.

Mr. Rolfe stated that he had been told that Federal funds were not available for Reserve Fleet. Mr. Chinn agreed.

Responding to Mr. Weaver question that if the Bus Replacement Act passed more money would be needed for the purchase of vehicles, Mr. Chinn explained that the increase would result from the necessity to replacing the Reserve Fleet, which is not currently in Muni's plan.

Mr. Chinn stated that the RFP specification to replace 40-foot coaches was being drafted as a performance specification around diesel electric hybrid (technology) and is not intended nor would it preclude any of the diesel electric integrators from responding, i.e., ISE, BAE or Allison.

Mr. Weaver asked would the replacement act ballot proposition exclude diesel electric hybrid (technology) vehicle purchase? Mr. Chinn responded that it was Muni's understanding and interpretation that the proposition would not exclude procurement of any of the diesel electric hybrid vehicles, but the is intended to replace the old diesel fleet.

Mr. Stables commented that the vehicles work on the same principles of a hybrid electric car.

Ms. Crowder stated that the vehicles would not require overhead wire as opposed to trolley vehicles.

Mr. Stables asked about CARB's agreement to count all the zero-emission vehicles already in the fleet toward the established goal. Mr. Chinn stated that a more accurate representation of the situation was that Muni missed the opportunity to take credit for all the zero-emission vehicles. CARB was ready, had actually previewed a draft letter, and was willing to accept in their NOx calculations the fact that nearly half of Muni's fleet was zero emission. An administrative decision was made not to submit the letter.

Mr. Rolfe suggested as a talking point, reduced emissions should be pointed out as a result of the vehicles operating at its most efficient speed. Mr. Chinn commented that several aspects of the engine optimization could be included, i.e., smaller size (excess power requirements drawn from the battery), operates in its most desirable range, and allows for additional emission reduction equipment. As a comparison Muni operates a 9 or 11-liter engine on 40-foot buses and the hybrids would have a 5.9-liter engine; the same engine seen in pickup trucks.

In response to Mr. Weaver's question regarding the completion of the testing process, Mr. Chinn answered that the testing process was completed. A final test report had not been compiled due to limited resources. Individuals who were drafting the RFP are the same that should be writing the final version of the test report. **Mr. Chinn stated that he was aware that a final test report was to be provided to the Committee and the report might be available before the March elections. He stated that the draft report is available on Muni's website (www.sfmuni.com). The final report would not have any really new findings, but would include some clarification and additional attachments that reflect test completed by other agencies not associated with Muni. The final presentation to the Municipal Transportation Agency Board (MTAB) would be made sometime in the March to April 2004 timeframe.**

Mr. Stables suggested that it would be appropriate for the Council to endorse the final report before it was presented to the MTAB.

Mr. Stables inquired about the Oversight Committee's acceptance. Mr. Chinn stated that improvements are being made, particularly with the Department of Environment. Muni and the Department of Environment are working on a joint message regarding diesel electric/electric diesel hybrid (technology).

The Chair suggested that the terminology electric diesel (hybrid) should be used over diesel electric (hybrid).

Mr. Stables suggested that the terminology hybrid should be used instead of electric diesel (hybrid), diesel electric (hybrid) or hybrid diesel electric.

Answering Mr. Weaver's question regarding future, higher more restrictive standards, Mr. Chinn stated that in the Year 2020 all transit buses are expected to be zero-emission. Muni would have two additional procurement cycles before this time.

Mr. Chinn commented that that the current fleet is comprised of all clean diesel operating on ultra-low sulphur diesel and are being outfitted this year with PM traps coupled with NOx reducing catalyst – the Longview Clear Air Device. Muni is equipping all 375 clean diesel coaches (4 stroke diesels). PM emissions would be reduced by a certified 85%, but in actual emissions are reduced by more than 90%, and NOx productions reduced by a certified 25%, but are actually closer to 35% by CARB standards. He stated that vehicles outfitted with the equipment have PM levels that are undetectable by current laboratory equipment. The first installations were done before December 25, 2003. Muni's goal and commitment is to have all 375 vehicles outfitted by the end of 2004. The Reserve Fleet of 45 buses would not be outfitted. He explained that the reason for not retrofitting the Reserve Fleet was because the engines are over engine configurations (2 stroke cycle) that have lower exhaust temperatures that cannot work with the PM trap.

Ms. Crowder suggested that when referring to diesel in the Active Fleet, that diesel should be identified as ultra-low emission diesel.

Answering Mr. Weaver's question regarding the cost for replacing the 45 Reserve Fleet buses and how buses are replaced, Mr. Chinn stated that he believed the cost was $30M. Buses are migrated from the Active Fleet to the Reserve Fleet about the equivalent of the production rate of the factory delivering buses when in an active procurement.

Mr. Weaver suggested that in public information sessions Muni representatives address the issue regarding the replacement of the Reserve Fleet by stating that a good plan exist but is unfunded. He commented that this would allow discussion on Proposition K (Reserve Fleet replacement) as something already being planned.

Replying to Mr. Weaver's question concerning the use of the Reserve Fleet, Mr. Chinn stated that vehicles in the Reserve Fleet are not directly used every day. The vehicles are able to operate and are used periodically. Mr. Chinn stated that on a daily basis service is made with the 495 diesel buses in Muni's Main Fleet and pullout for service is just at 400. The Reserve Fleet is used to meet sudden service need, i.e., special events.

Ms. Crowder suggested that the Committee formulate a recommendation to the Council regarding the California Air Resource Board (CARB) Staff intended proposed modification to allow 2007 NOx emission level for diesel engines equipped in electric diesel hybrid (technology).

Mr. Stables moved the following motion, which was seconded by Mr. Weaver:

Motion: The MTA CAC endorses the Municipal Railway (Muni) proposal to the California Air Resources Board (CARB) to modify the NOx emission standards.

The Chair called for a vote.

The motion passed.
Nia Crowder (Chair), Linton Stables, Daniel Weaver voted **yes**; Steve Ferrario, Bruce Oka **absent**.

The Chair stated that the Ballot Analysis Committee was changing Proposition I's official title from "Healthy Air Enforcement Act of 2004" to a procurement piece regarding diesel buses because there was not enough in the proposition's text to support a Healthy Air Enforcement Act.

6. **Third Street Light Rail Update** (Agenda Item 7 – Discussion/Action). The Chair stated that she had been in contact with Vince Harris (Deputy General Manager, Construction [Muni]) and was advised that no update would be provided. Mr. Stables stated that Council had received an update concerning the Third Street Light Rail Project on January 15th. The Chair stated that the Committee had questions regarding Community Business Organization (CBO) rotations, and first source/first hiring from the Bayview Hunters Point Community.

7. **Committee Members' Questions/Information Requests** (Agenda Item 8 – Discussion/Action).

Mr. Weaver asked Mr. Chinn to address the Breda Yoke replacement. Mr. Chinn stated that the engineering package had been received and Muni was advised that the first prototype had been shipped. The next step would be a prototype instillation and an implementation of the vehicle running on all lines. Strain gauging and Global Position Satellite (GPS) mapping of where the strains occur would be included. Results would be compared with data collected earlier with the current vehicle configuration. A retrofit campaign would begin possibly in late March 2004 once the engineering package is accepted.

Mr. Weaver asked about the impact the Yoke replacement has had on the availability of the Breda Fleet. Mr. Chinn stated that the Light Rail Vehicle (LRV) Fleet had been impacted when a number of vehicles were undergoing interim repairs and two-car service had been affected. Only in the last week and a half has Muni been

consistently able to pullout all the necessary LRVs. The interim process is working and Muni is waiting to see the first prototype yoke.

Mr. Rolfe inquired about the yoke replace and the affect it would have on service. Mr. Chinn stated that LRVs would be removed gradually from service as repairs are effected. An additional 15 LRVs for service on Third Street have been delivered, which would be used in the interim as service replacements. Mr. Chinn stated that 136 LRVs are need to make normal service and a total of 151 LRVs have been accepted and are in service. The LRV designated to operate on the Third Street would also undergo retrofit.

Mr. Weaver inquired as to the cost of the engineering retrofit. Mr. Chinn stated that the cost was covered under warranty. Breda moved its West Coast location from Pier 80 to a plant location in Pittsburg, California. Muni has some additional retrofit work that Breda is obliged to perform and LRVs would be trucked to and from the to the plant, and repaired at Breda's expense.

8. **Schedule Upcoming Meetings and Agenda Items** (Agenda Item 9). **The Chair stated that the Committee's next meeting would be scheduled for March 18, 2004. She stated that should the final AFPP, the clean air plan, be available at that time, the Committee desired Mr. Chinn to provide the Committee an update. A special meeting might be necessary regarding the AFPP.**

Mr. Weaver stated that he had sent the Chair an email regarding the undergrounding of utility wires along the right of ways when bus lines are planned for trolley coach service electrification. **The Chair stated she would forward Mr. Weaver's email to the Secretary for reference purpose in advising staff of the Committee's concerns**.

The Chair ask the Council Secretary to place on the Council's agenda the Municacweb email regarding Automated Transfers in Muni Underground forwarded by the Paul Czechowicz (MTA Liaison) for verification of Committee interest vis-à-vis Operations & Customer Service Committee (OCSC).

The Chair extended her thanks to Mr. Stables for all of his service to not only the Committee but to the Council.

9. **Adjournment.** The meeting adjourned at 5:13pm.

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, March 18, 2004 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, CA

Members:
Nia Crowder (Chair), Steve Ferrario, Bruce Oka, Daniel Weaver

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Council Members not members of this Committee:
Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Ellen Hayes,
Daniel Murphy (Chair), Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

Notes:

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, March 18, 2004 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Adopt EMSC Minutes of January 22, 2004** [Attachment] (Discussion/Action) [Attachments]	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	**Bayview/Hunters Point Community Concerns Regarding Outreach/Contracting Issues (Minority Contracting) – Use of Community Based Organizations (CBOs) as First Source Hiring Point/Rotating Pools** (Discussion/Action) Vincent Harris (Deputy General Manager, Construction), Dennis Tsai (Project Manager, Third Street Light Rail, Construction)	4:15
6.	**Alternative Fuel Pilot Program (AFPP) Update – Clean Air Plan (Final Report)** (Discussion/Action) Michael Chinn, Senior Operations Manager, Fleet Engineering [Muni]	4:35
7.	**All Future Diesel to Trolley Conversions Include Consideration of Undergrounding Overhead Utility Wires Along the Entire Route** (Discussion/Action)	4:55
8.	**Revision to Department of Parking & Traffic (DPT) Sidewalk/Driveway Violation Flyer** [Attachment] (Discussion/ Action)	5:20
9.	**Committee Members' Questions/Information Requests** (Discussion)	5:25
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11.	**Adjournment**	5:35

Attachments:
Agenda Item 2 - EMSC Draft Minutes for January 22, 2004

Agenda Item 8 – Photos (9) – Examples of Parking Violations

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

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- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization

Pending Agenda Item:
- Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment - Nia Crowder, EMCS Chair [MTA CAC]

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, May 20, 2004 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, CA

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Members:
Steve Ferrario, Bruce Oka, Daniel Weaver

Council Members not members of this Committee:
Mary F. Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Ellen Hayes, Daniel Murphy (Chair), Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, May 20, 2004 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Adopt EMSC Minutes of March 18, 2004** [Attachment] (Discussion/Action) [Attachments]	4:01
3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	**Alternative Fuel Pilot Program (AFPP) Update – Clean Air Plan (Final Report) & Battery Electric Vehicle Replacement of 30-Foot Orion Buses** (Discussion/Action) [Attachment] Michael Chinn, Senior Operations Manager, Fleet Procurement, Engineering [Muni]	4:15
6.	**Breda Engineering Modifications/Design Repair Plan Update** (Discussion/Action) Michael Chinn, Senior Operations Manager, Fleet Procurement, Engineering [Muni]	4:30
7.	**Municipal Railway (Muni) Construction Project Priority and Project Deferment List – Review Federal Fund Programming for FY04-05 and FY05-06 concerning project deferrals or accelerations related to the use of federal funds for preventive maintenance.** (Discussion/Action) Duncan Watry, Manager, Capital Planning, Capital Planning & External Affairs [Muni])	4:45
8.	**Condition of Muni Metro Stations – Cleanliness, Painting, Lighting, Public Address System** (Discussion/Action) Wai Tom, Acting, Senior Operations Manager, Communications [Muni] Jim Kelly, Senior Operations Manager – Operations Analysis, Operations [Muni] Ted Aranas, Buildings and Grounds Superintendent, Infrastructure Maintenance [Muni]	5:00
9.	**Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project** (Discussion/Action) [Attachments] Jim Nelson, Project Manager, Facilities Planning & Real Estate, Capital Planning & Real Estate [Muni] John Funghi, Project Manager, Construction [Muni]	5:15
10.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
11.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, July 22, 2004, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
12.	**Adjournment**	5:30

Attachments:
Agenda Item 2 - EMSC Draft Minutes for March 18, 2004

Agenda Item 5 – SF Environment – Zero Emissions 2020 (PowerPoint Presentation)

Agenda Item 8 –
MTAB Calendar Item (Capital Planning and External Affairs [Muni]) – Land Assembly for Islais Creek Bus Facility Project

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

August 2003 (Deferred Agenda Item) - Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway (Muni) Central Offices.

October 2003 (Cancelled Meeting) - Church Street Track Switch (Follow-up); August 28th Metro Overhead Dewirement Incident Follow-up/Station Agents Failure to Make Announcement When Service Delays Occur; Third Street Light Rail Work Stoppage; Sectionalization of Overhead for Metro Subway Service; Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written.

December 2003 (Cancelled Meeting) - Third Street Light Rail Update.

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC interaction
- Steps Concerning Muni's Vision Plan Implementation
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization

Non-complete Agenda Items:
- Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment - Nia Crowder, EMCS Chair [MTA CAC]

City & County of San Francisco
Municipal Transportation Agency
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Notice of Regular Meeting and Agenda
for
Thursday, July 22, 2004 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, CA

Members:
Steve Ferrario, Bruce Oka, Daniel Weaver

Council Members not members of this Committee:
Mary F. Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Ellen Hayes, Daniel Murphy (Chair), Cesar Perez, Norman Rolfe, Dorris Vincent
(2 Vacancies)

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Disability Access

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Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, July 22, 2004 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

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3.	**Public Comment**	4:06
4.	**Report of the Chair**	4:10
5.	MUNI role and actions in Balboa Better Neighborhoods, Transit Station area.	4:15
6.	Report on Geary Bus Rapid Transit.	4:30
7.	Implementation of MUNI's Vision Plan.	4:45
8.	Overhead sectionalization for MUNI subway service.	5:00
9.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, September 23, 2004, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
11.	**Adjournment**	5:30

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

August 2003 (Deferred Agenda Item) - Integration of the Department of Parking and Traffic (DPT) and the Municipal Railway (Muni) Central Offices.

October 2003 (Cancelled Meeting) – Approval of Draft Letter to Maintenance Deputy General Manager Recommending Reiteration that Starter Shift Checkout of Vehicles Include Deployment and Inspection of Lift-U Equipment as Written (Nia Crowder).

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
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- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
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Item Refer to Council:

- Municacweb email of Tuesday, January 20, 2004 (Subject: Automated Transfers in Muni Underground [Mr. Dennis J. Hanna]) (attachment); August 28th Metro Overhead Dewirement Incident Follow-up/Station Agents Failure to Make Announcement When Service Delays Occur.

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, September 16, 2004 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, CA

Members:
Daniel Weaver (Chair), Steve Ferrario, Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, Dorris Vincent, (2 Vacancies)

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Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

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San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:03
3.	**Report of the Chair**	4:05
4.	NextBus Project Progress Report. (Discussion/ Action)	4:10
5.	Third Street LRT Progress Report. (Discussion/ Action)	4:40
6.	Safety On Muni Revenue Vehicles. (Discussion/ Action)	5:05
7.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, November 18, 2004, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
9.	**Adjournment**	5:30

City & County of San Francisco
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Engineering, Maintenance & Safety Committee (EMSC)

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- T3 Presentation to the Council and MTA CAC Interaction
- Steps Concerning Muni's Vision Plan Implementation
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
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City & County of San Francisco
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AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:02
3.	**Report of the Chair**	4:05
4.	**Concourse UG garage access roads and MUNI routes in and around Golden Gate Park.** (Discussion/ Action)	4:10
5.	**Breda yoke replacement program**. (Discussion/ Action)	4:35
6.	**Third Street Light Rail report-4th St. bridge and bankrupt contractor**. (Discussion/ Action)	4:55
7.	**Committee Members' Questions/Information Requests** (Discussion)	5:15
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, January 20, 2005, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:20
9.	**Adjournment**	5:30

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, January 27, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, CA

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Disability Access

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, January 27, 2005 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:03
3.	**Report of the Chair**	4:05
4.	Breda Car Yoke Replacement Progress Report. (Discussion/ Action)	4:10
5.	Golden Gate Park Concourse Garage Access. (Discussion/ Action)	4:40
6.	Geary Blvd Traffic Signal Programming. (Discussion/ Action)	5:00
7.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, March 17, 2005, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
9.	**Adjournment**	5:30

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Thursday, January 27, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 4:00 p.m., Thursday, January 27, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario and Bruce Oka.

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Griffith Humphrey.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Debra Reed (CAC Secretary), and Paul Czechowicz (MTA Liaison).

Community Representatives Present: None.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None.

3. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair presented no report

4. **Breda Car yoke Replacement Progress Report:** Michael Chinn

Mr. Chinn will E-mail progress report to committee. Breda was working ahead of schedule with a target date is January 31, 2005. Mr. Chinn was expecting to have completed 34 LRVs, which includes 28 vehicles for retrofit, as well as vehicles for warranty work. In addition, he was expecting to have another 6 LRV completed by January 31, 2005.

a) Norman Rolfe questioned the brakes for standard. Mr. Chinn responded the EBALD would have 4.0 MPS deceleration, compared to the subway design of 2.5 MPS.

b) Steve Ferrario questioned what improvements were happening on the yokes. Mr. Chin articulated with various improvements. These would be backed up with a Breda warranty.

Mr. Chinn spoke about a break project EBALD to be completed by the 3rd quarter of 2007.

a) Bruce Oka questioned the retrofit for 1st generation Breda cars. Mr. Chinn responded the retrofit project referred to by Anita Williams and Mack of the Advisory Committee had been completed.

b) Daniel Weaver questioned worksite locations for EBALD project. Mr. Chinn responded how both the Pittsburgh and San Francisco locations would be utilized due to costs savings and logistics.

Committee member Steve Ferrario requested Mr. Chinn to return in September 2005 for another progress report.

5. **Golden Gate Park Concourse Garage Access:** No representatives from Concourse were present. EMSC committee expressed concerns. Paul Czechowicz agreed to contact Mr. Peter Strous with Concourse staff and request and E-mail report.

6. **Geary Boulevard Traffic signal Programming:** Mr. Javad Mirabdal, DPT Transportation Planner

Signal Priority construction for 17 intersections along outer Geary Blvd. has been completed and is currently being tested. The system was called Opticon, based on infrared technology. Buses equipped with the device will be to allow priority to pass through with a twelve second delay on green signals at intersections.

7. **Plan Committee Members' Questions/Information Requests (Discussion):**

Next meeting is scheduled for March 17, 2005

a) MUNI Training and Retraining program

b) Progress Report on 3rd Street Light Rail

c) Next Bus program

d) Update report on the elevator problem at Haladay Plaza

8. **Adjournment:** 5:00 p.m.

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EMSC March 17, 2005, agenda

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)
Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, March 17, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, Dorris Vincent, (2 Vacancies)

Notes:

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, March 17, 2005 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
• 1	**Call to Order/Roll Call**	3:00
• 2	**Adopt Minutes of February 8, 2005** (Attachment) (Discussion/Action)	3:03

• 3	**Public Comment**	3:10
• 4	**Report of the Chair** (Discussion/Action)	3:15
• 5	**FY 2006 Department of Parking & Traffic and FY 2006 Municipal Railway Budgets** (Discussion/Action)	3:20
• 6	**Lifeline Fast Pass** (Discussion/Action)	3:40
• 7	**Fare Evasion and Proof of Payment** (Discussion/Action)	4:00
• 8	**Committee Members' Questions/Information Request** (Discussion)	4:30
• 9	**Revision of Tentative Topic Calendar** (Discussion/Action)	4:50
• 10	**Schedule Upcoming Meetings and Agenda Items** (Discussion/Action) Next regular meeting tentatively scheduled for Wednesday, April 20, 2005, 401 Van Ness, Room 334 (Conference Room 335), 3:00 p.m.	4:55
• 11	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency

Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:

- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
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FINAL MINUTES
of
Regular Meeting

Thursday, March 17, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety Committee (EMSC) was called to order at 4:20 p.m., Thursday, March 17, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Bruce Oka.

EMSC Members absent at Roll Call: Steve Ferrario.

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Daniel Murphy, and Norman Rolfe.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Debra Reed (MTA CAC Secretary), John Fungi (MUNI Construction Division, Facilities Section), Fabian Herd (MUNI Transit Rubber Tires Instruction - Coaches and Trolleys), and Michael Chin (MUNI Replacement & Breda Project)

Community Representatives Present: None.

2. **Adopt Minutes of January 27, 2005:**

Motion to adopt the February minutes by Bruce Oka.

2nd by Steve Ferrario

EMSC passed unanimously

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

None.

5. **Next Bus Program:** (Discussion/Action) John Fungi (Next Bus Project Manager)

Mr. Fungi distributed and reviewed a NextBus status handout from the GPS-Base Vehicle Location at S.F. MUNI presentation, dated March 16, 2005. The Automatic Vehicle Location System (AVL) is an informational system that gives GPS data readings on transit vehicles. Data from transit vehicles is transmitted through cellular antennas and captured and disseminate in a web-database owned by NextBus in their server. MUNI now owns the software license and source code with MUNI's own independent NextMuni.com website and server farm with upgrades, thus NextBus actually serves as the administrator. Riders can access data for transit arrival information from the website www.NextMuni.com with web-enabled cell phones and computers, arrival information that already was available on transit marques in station waiting areas. More extensive data and maps would also be available to MUNI personnel accessing for studies and management purposes, such as vehicle location, headway monitoring, schedule adherence, and performance.

Project issue was with funding, of which Mr. Fungi anticipated receiving the remaining 2/3 balance by June 2005.

While Mr. Fungi pointed out that as the project develops, with bugs and testing being worked out that there is an audit and testing portion in the contract. Steve Ferrario was concerned as to the reliability or accuracy of the reports generated from NextBus. Mr. Ferrario invites Mr. Fungi to return to address questions on accuracy checks and balances.

6. **MUNI Training Program:** (Discussion/Action) Fabian Herd (MUNI Transit Instructor)

Training programs consist of:

New Operator Training, an 8-week training program

50 students to a class. With 15 instructors on hand, this allows approximately 3 people to an instructor. Upon graduating from Motor Coach training, students could then apply for cable cars or trolley training.

Refresher Training, also called Vehicle Transit Training (VTT)

An annual 8-hour training required by DMV and the State, which includes the reviewing of policies and procedures, defensive driving, customer service with the public, wheelchair accessibility, ADA laws, and air break information.

A new training program was added last year offering refresher training to operators, including senior operators, with high number of incidents or accidents to further strengthen certain skills and techniques.

Stress Program

San Francisco is a very versified city with unique terrain and streets to operate a 40 to 60 foot bus. Shifts can range from split shifts (14 to 16 hours) to straight through (8 to 9 hours). This class addresses effective communication skills with passengers and co-workers, conflict resolution skills, team building among drivers, sensitivity, and stress management with breathing excises and stretches.

Questions and Comments from the EMSC committee

a) Bruce Oka questioned:

Once a driver pulls away from the curve, is he required to stop for someone running to board the bus? Answer: No. There is danger of a passenger not yet securely positioned or seated falling/injury; the driver must use discretion, therefore for safety reasons the driver is not obligated to stop.

b) Steve Ferrario questioned:

What are the Driver's license requirements for Motor and Trolley coaches? Answer: A VP license. These are obtained after completing MUNI training and testing which included an extensive road driving test and an equipment or pre-operation test where the driver would be expected to know vital basic information about 40 foot motor coaches (oil, breaks, switches and gadgets, air-tire pressure). While MUNI gives these tests, they are approved by DMV for a Commercial license.

Any information on rails? Answer: Mr. Herd responded that he specializes only in the rubber tires field.

7. **Trolley Bus Problems:** (Discussion/Action) Michael Chinn

On a sad note Mr. Chinn is resigning from MUNI to accept a position in Boise Idaho, working with Wabtec in the locomotive industry. Ellison Howe will be acting in Mr. Chinn's parting until a replacement is found.

ETI Issues

a) Bruce Oka had observed that often the "new" 5400, 5500 and 5600 busses have been having problems deploying their wheelchair equipment. Mr. Chinn admitted that lift failure was new

information to him. He will have Ellison Howe (spelling?) contact Mr. Oka.

b) Steve Ferrario questioned:

On several occasions, people have come late to a transit door and the operator, not seeing the boarder pressed the "close door button", catching the boarder's hand in the door. Rather than the door opening, the doors then go through some recycle process before they will respond to the button to open the door back up to release the boarder. Could this possibly be hardware, software or a reprogramming problem? Mr. Chinn will forward the concern to the appropriate person in charged.

Mr. Ferrario noted racked axles. Mr. Chinn responded that a solution has been identified. The braces were designed for bumps in the road, however San Francisco terrain with all the hills has more of accelerate and decelerate movement issues more than bumps. To shore up the axles for the undesired flexing, the braces will be strengthened with cross bars top and bottom for a more rigid platform. Item is under warranty.

Mr. Ferrario asked about Trolley polls. Answer: Problems have been with the centering action on the poles and the actual structural integrity pivot point on the polls. While there is no warranty with German vendor Kepe, they are interested in our business providing customer service to MUNI by giving parts for necessary repairs. Re-welding will start in May 2005 to also be combined with moving of the lights that are focused on the head of trolley polls used to help operators to see in the dark. Low tree branches often damaged these lights, so they will be re-positioned to a location closer to the base and still focused on the poll head.

8. **Plan Committee Members' Questions/Information Requests:** (Discussion)

The next meeting will be May 19, 2005

a) Third Street Light Rail

b) Abandoned vehicles in crosswalks. Evidently DPT extends the same 10-workingdays policy before remove such vehicles.

9. **Adjournment:** 6:10 p.m.

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City & County of San Francisco

Municipal Transportation Agency

Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, April 21, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee :
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent, (2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, April 21, 2005 at 4:00p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
• 1	**Call to Order/Roll Call**	4:00
• 2	**Public Comment**	4:03
• 3	**Adopt Minutes of March 17, 2005** (Discussion/ Action)	4:05

• 4	**Report of the Chair** (Discussion/ Action)	4:10
• 5	**Third Street Light Rail** . (Discussion/ Action) Vince Harris	4:20
• 6	**MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards** (Discussion/ Action) Fred Stephens	4:40
• 7	**Committee Members' Questions/Information Requests** (Discussion)	5:20
• 8	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting** : Thursday, May 19, 2005, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
• 9	Adjournment	5:30

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FINAL MINUTES
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Regular Meeting

Thursday, April 21, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 4:37 p.m., Thursday, January 27, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario

EMSC Members absent at Roll Call: Bruce Oka.

EMSC Absent: Bruce Oka.

MTA CAC Members, not on this committee, but also present: None.

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) Present: Dennis Tsai (MUNI Senior Project Manager, Engineering & Construction Division), and Debra Reed (MTA CAC Secretary)

Community Representatives Present: None

2. **Adopt Minutes of March 17, 2005:**

Motion to adopt March 17, 2005 minutes by Steve Ferrario, with spelling corrections.
2nd by Dan Weaver
EMSC passed unanimously

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

No report was presented.

5. **Third Street Light Rail:** Dennis Tsai (Senior Project Manager, Engineering & Construction Division)

Rather than a presentation, the Chair, Mr. Weaver wanted to discuss the following issues:

a) Questions from MTA CAC Council Member Dorris Vincent (not present):

Several of the tree guards installed in the Bayview Hunter's Point area for the project were broken into several pieces. Answer: Products furnished by the contractors are usually covered for a year. Mr. Tsai offered to call the CAC member for locations of broken tree guards.

Rumors have been circulating that there will not be enough money to finish the 3rd Street Light Rail. Answer: Funding for the 3rd Street Light Rail is secure.

b) 4th Street Bridge status:

Officially the project is expected to be completed on time.

The Department of Public Works (DPW) is managing the Segment A of the project. MUNI has components, such as rail, overhead, telecommunications, signal interlock that are routed into their operators' booth. Mitchell Inc.'s bridge project was to have been completed by April 1, 2005; however, negotiations between DPW and the contractor Mitchell have neither been useful or successful. There is a clause in the contract that the City can assess Mitchell Inc. with liquidated damages of $25,000 per day if the project is not completed on time. Obstacles have be problems building the concrete marina bridge abutments, and a series of incorrect installations driving several 36" diameter steel piles which where 2 feet off center, just naming a few. Older abutments originally slated for reuse in the project were discovered to have cracks due to age, wear and tear. Mr. Ferrario asked, "With the abutment problems, will Mitchell Inc. need to start over again?" Answer: No, it is just a matter of driving new piles for balance.

There has been a change in contractors for Segment J, from Emelco Electric (bankruptcy), to Schumake Construction out of St. Paul, Minnesota. Shumake has done a fine job on Segments E and F.

Rusted plates have been replaced along with retrofitting, and lead paint has been removed from

the steel structure of the bridge. Mitchell Inc. has said that by May 17, 2005, they will cut the superstructure overland, to the site of the 4th Street Bridge or place it on the side.

Segment B of MUNI's portion, the newly created Owens Street, completing the Overhead Centenary System (OCS), stringing guide wires, etc. will be linked to the bridge.

The new **T** line was so named through efforts of the MTA CAC.

6. **MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards:** Fred Stephens

Mr. Stephens was not available for the presentation.

7. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

8. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: May 19, 2005, at 1145 Market Street, 5th Floor Conference Room, at 4:00 p.m.

a) Training

b) DPT – Crosswalk Safety and Abandoned Vehicles

c) MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards: Fred Stephens

9. **Adjournment:** 5:34 p.m.

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City & County of San Francisco

Municipal Transportation Agency

Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, May 19, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent, (2 Vacancies)

Notes:

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In the event that a quorum of the entire Council is present, the Committee shall act as a Committee of the Whole. A vote of the Committee of the Whole does not constitute final Council action; the full Council must ratify all Committee action.

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
Office (415) 554-6873 FAX (415) 554-4143

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, May 19, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:03
3.	**Adopt Minutes of April 21, 2005** (Discussion/ Action)	4:05
4.	**Report of the Chair** (Discussion/ Action)	4:10
5.	**Crosswalk Safety and Abandoned Vehicles.** (Discussion/ Action)	4:20
6.	**MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards:** (Discussion/ Action)	4:45
7.	**MUNI Training Program.** (Discussion/ Action)	5:00

8.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, June 16, 2005, 1145 Market Street, 6th Floor (Main Conference Room) at 4:00pm.	5:25
10.	**Adjournment**	5:30

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:

- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)

- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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EMSC May 19, 2005, minutes

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

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Thursday, May 19, 2005 at 4:00 p.m.
1145 Market Street, 5th Floor (Main Conference Room)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 4:03 p.m., Thursday, May 19, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario and Bruce Oka.

EMSC Members absent at Roll Call:

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Norman Rolfe, and Daniel Murphy

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Janet Michaelson (DPT Liaison and Director of Constituent & Special Services), Sam Fielding (DPT Transit Planner), Theresa Zucconi (DPT Asst Director-Enforcement Division), Michael Hursh (MUNI Deputy General Manager-Maintenance), Elson Hao (MUNI Senior Vehicle Engineer-Fleet Procurement & Maintenance), John Sadora (MUNI Chief Mechanical Officer-Rail), York Kwan (MUNI Training), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: None

2. **Adopt Minutes of April 21, 2005:**

Motion to adopt the April 2005 minutes by Steve Ferrario, with spelling corrections.

2nd by Bruce Oka

EMSC passed unanimously (Ayes - Weaver, Ferrario and Oka)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair presented no report

5. **Crosswalk Safety and Abandoned Vehicles:** (Discussion/Action)
Janet Michaelson (DPT Liaison and Director of Constituent & Special Services), Sam Fielding (DPT Transit Planner), and Theresa Zucconi (DPT Asst Director-Enforcement Division)

Sam Fielding distributed handouts of DPT's Proposition K allocations proposed for pedestrian safety and circulation.

Experimental projects include new technology for warning lights, pushbutton activated beacons, and improving pedestrian medians. An on-going program was the Yellow Ladder Stripped crosswalks for school, which was 2/3 completed citywide.

Questions and Comments from the EMSC

a) Daniel Weaver:

Cars that are abandoned should be towed away. Answer: Abandoned automobiles are not always abandoned, i.e., people away on vacation, neighbor disputes, etc. Under code 37A cars should never park anywhere for more than 72 hours, therefore an abandoned auto would always requires 72 hours. However vehicles that pose a hazard can be towed quickly, example, leaking oil, blocking handicap ramp, etc. If the report were "abandoned auto" it would be marked for 72 hours, however if the report were for "sidewalk hazard" it would be marked for tow.

When will the 1 number be available for all auto complaints? Answer: The 311 numbers is a work in progress.

At San Jose and Noriaga Avenues in the Balboa Park area, The **M** Streetcars often disembark passengers in the middle of the street. Could something be done to correct the situation? Answer: Mr. Fielding felt that DPT had been looking at some traffic calming at Joost Avenue, also working with the community for various ideas, to bold-out/extend the sidewalk, parking and other designs to correct the problem.

b) Bruce Oka:

For wheelchair users and seniors, the sidewalk with the safety cutout has been very useful. Answer: In the pedestrian program as part of the Proposition K projects looking at ADA improvements, one of the programs was on improving pedestrian islands and crosswalks to include safety cutouts.

c) Norman Rolfe:

Does DPT still have speakers readily available for community meetings, such as Senior Access? Answer: Due to the Budget cuts, the program is no longer available, but Officer Zucconi will check with Linda Lawrence to see if arrangements can be made.

6. **MUNI Service Deterioration Issues and Metro LRV Service Lack of Dependable Predictable Reliable Service and Service Standards:** (Discussion/Action)
Michael Hursh (MUNI Deputy General Manager-Maintenance), Elson Hao (MUNI Senior Vehicle Engineer-Fleet Procurement & Maintenance), John Sadora (MUNI Chief Mechanical Officer-Rail)

Michael Hursh distributed a handout, which included operator availability and car maintenance/availability.

Winter is usually a tough time. Weather, vehicle leaks, high rate of staff vacancies, and freezes in both overtime and hiring are contributing factors. Coupler problems, circuitry on vehicles, BREDA retrofit, space for repair work during hours 11:00 p.m. to 4:00 a.m. when the yards are filled with transit vehicles parked overnight, have also been problematic.

Questions and Comments from EMSC

a) Steve Ferrario:

What problems are causing LRV leaks? Answer: Roof gutter areas above the cab, and also windows left open in the operator's cab affect where LRV wiring terminates in the junction box. Leaks are common in the industry. There is an ongoing campaign for all the fleets to add sealant around windshields and antennas.

Would protection of car barns ease maintenance? Answer: Historic vehicles may benefit from barns, however San Francisco does not experience harsh winters, therefore average service life of 30 to 40 years is not a problem for cars stored outside.

Breda cars were observed with lights left on during storage. Answer: Their batteries would burn down if the poles were pulled. The "start up" mode makes it more efficient to leave the cars powered on.

Since the New Jersey 1080 car arrived, when can others cars be expected to follow? Answer: Next vehicle is due in August 2005. The project is fast tracked according to availability.

For LRVs is there a coupler issue or is there an issue related to false signals from the train control software? Answer: The issue is not with the train control software but rather with corrosion on a series of P1 and P2 connectors due to water accumulation. Cars were identified with the corrosion; connectors were replaced with a dialectic piece as a preventative measure until a more permanent solution is developed. Mr. Hursh highly recommends a mid-life overhaul on vehicles, an industry standard. Mr. Hursh asked for support from the MTA CAC that monies be identified for the purpose of funding mid-life overhaul programs for vehicles approximately 12 to 15 years old. Reliability would be a significant benefit. Europe already has laws in place for major rebuild of vehicles after 8 years.

What progress has there been for problems with Yokes? Answer: the proposed final solution is a new horseshoe shaped bracket for the yoke, a stiffer piece with internal supports installed by the manufacturer.

Are air dryers being replaced? Answer: Tests revealed that the compressors caused an oil problem. The new air dryer separates the oil from the air.

Mr. Ferrario has observed a couple of door problems with older BREDA vehicles. Answer: Doors again would benefit from a mid-life overhaul. A door manufacture offered an unsolicited proposal to disassembly, rebuild and calibration to new standards, for $11 million for the entire fleet. The doors are approaching age for rebuild, however no RFP money is available.

Any training for operators for minor fixes on vehicles as cars can tie up the entire subway? Answer: Mr. York Kwan from MUNI's Training department, also present, responded that MUNI's training program includes minor trouble shooting techniques for doors and steps.

b) Dan Weaver:

Where are coupler repairs being made? Answer: Work is done internally, using the involving the dialectic piece, however fleet engineers are still working out water abatement/corrosion issues.

EMSC Discussion:

Mr. Weaver noted that as the first line of defense, the Emergency Team is vital. Being subject to the hiring freeze, the team has dwindled in emergency response time from 5 minutes to 15 to 20 minutes. Mr. Ferrario added that transit agencies often cut back on maintenance during budget woes. Emergency Team and the Mid-life rebuild as suggested by Mr. Hursh with the BREDA cars seem important. The reliability of some of the newer models does not measure up to the some of the older dependable buses. Service is still supported by some of the older diesels and trolleys still running after 30 years.

Motion: Bruce Oka moved that the MTA CAC recommends that MUNI exempt Emergency Road Call Response staff from hiring freezes and overtime prohibitions because fast and reliable road service is essential to maintain reliable transit service.

2nd by Steve Ferrario

EMSC passed unanimously (Ayes - Weaver, Ferrario and Oka)

7. **MUNI Training Program:** (Discussion/Action) York Kwan (MUNI Training)

New operators start with a 35-day program, which includes minor trouble shooting techniques for doors and steps. Once they are out on their own, the have retraining and line trainer ride-alongs to observe their skills throughout the year.

Accidents initiate retraining: 1st accident, 4-hour class and 4-hour road retraining, and for the 2nd accidents, 8-hour classroom and a day of road retraining. For the 3rd accident the operator is

reviewed over prior accidents with a week each of class and road training. There is also PSR training, peer assistance programs and counseling. Ruth Stewart deals with the training for Cable car and Rail car training.

Questions and Comments from the EMSC

a) Norman Rolfe:

How long is class time and hands-on time? Answer: five days of in-class, thirty days hands-on, and two weeks spent with a line trainer on revenue service.

b) Dan Weaver:

Are there any regular refresher training scheduled for operators? Answer: There is an annual 1-day class consisting of basic coach operations review, bulletins, ADA, rules and regulations compliance, basic operations techniques, and customer service.

c) Bruce Oka:

Have there been any recent changes in training? Answer: Mr. Kwan recently joined the department in May 2005; however, he noted that one new criterion for hiring was that applicants should already possessed a BP commercial license with prior transit/passenger experience, rather than the previous requirement of a basic C license.

Are operators trained on troubleshooting wheelchair lift problems? Answer: Operators are instructed on troubleshooting lifts by re-deploying the lifts or by allowing the lift to recycling. However, operators are not to physically fix lifts. Mr. Ferrario asked what happens if the lift doesn't work. Answer: 2 maintenance trucks are available citywide for any variety of problems with diesels and trolleys. For "lift" trouble, the first call goes to the Fire department for immediate chair rescue, then a second call is placed to the maintenance shop which usually takes 20 minutes to send a maintenance truck depending on the number of various trouble calls they are responding to.

d) Steve Ferrario:

What training is available when operators change vehicle types? Answer: Operators get 4 hour training, as they are already familiar with basic vehicle control. Training would include new features such as switches, knobs, and vehicle turn references.

e) Daniel Murphy

How much training time is spent on troubleshooting? Answer: 30 minutes for doors.

On route changes, how do operators get new route instructions? Answer: Operators are responsible for getting route sheets with instructions, which are always available. Passengers are good about helping new operators.

8. **Committee Members' Questions/Information Requests:** (Discussion)

No questions at this time.

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: June 16, 2005, at 1145 Market Street, 5th Floor Conference Room, at 5:00 p.m.

a) Training, Paul Peterson (MUNI Manager of Training – Rubber Tire) and Ruth Stuart (MUNI Manager of Training – Rail and Cable Car) and Brendan Scanlan (MUNI Superintendent – Cable Car Operations). Training program for historic cars as the MUNI fleet increases. Cable car training.

b) For July 21, Support for Emergency Team and the Mid-life Rebuild, Mr. Hursh (MUNI Deputy General Manager-Maintenance)

10. **Adjournment:** 6:02 p.m.

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Municipal Transportation Agency

Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
"Location Change"
Thursday, June 16, 2005 at 5:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, June 16, 2005 at 5:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)

San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	5:00
2.	**Public Comment**	5:03
3.	**Adopt Minutes of May 19, 2005** (Discussion/ Action)	5:05
4.	**Report of the Chair** (Discussion/ Action)	5:10
5.	**MUNI Training Program, Rubber Tire, Rail and Cable Car.** (Discussion/ Action)	5:15
6.	**Committee Members' Questions/Information Requests** (Discussion)	6:20
7.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, July 21, 2005, 401 Van Ness Avenue, Room 308 (Conference Room 312) at 4:00pm.	6:25
8.	**Adjournment**	6:30

Notes:

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Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

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- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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EMSC June 16, 2005, minutes

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Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Thursday, June 16, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 5:05 p.m., Thursday, June 16, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario

EMSC Members absent at Roll Call: Bruce Oka (arrived 5:27 p.m.)

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Daniel Murphy

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Paul Petersen (MUNI – Superintendent, Training and Development), and Michael Kirchanski (MUNI – Manager, Office of Health and Safety).

Community Representatives Present: None

2. **Adopt Minutes of May 19, 2005:**

Motion to adopt the May 2005 minutes by Steve Ferrario.

2nd by Dan Weaver

EMSC passed unanimously (Ayes – Daniel Weaver and Steve Ferrario)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

none

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

MUNI's Maintenance department has already felt the effects of significant cut backs due to Budget woes. Sprinklers were shut off with grass and plants dying out. Currently there is a hiring freeze for new gardeners. Without the gardeners, weeds are growing everywhere, included the Green yard, San Jose and Geneva yard, and the Sunset tunnel yard. MUNI's gardeners were also licensed by the Department of Environment to do all the pesticide applications. Rats are a serious concern. There is a need to discuss alternative Maintenance strategies.

Debra Reed added Joan Downey's comments from the June 6, 2005 CAC minutes about the MUNI Park on West Portal at the **N** Judah line located at Carl and Cole streets, reporting debris and rat infestation resulting from trash left by homeless people taking residence there and their pets. Also, the sprinkler system watering the lawn has been turned off due to Budget cuts. Neighbors were willing to help with watering and mowing the lawn with appropriate authorizations.

5. **MUNI Training Program, Rubber Tire, Rail and Cable Car:** Paul Petersen (MUNI – Superintendent, Training and Development), and Michael Kirchanski (MUNI – Manager, Office of Health and Safety)

Mr. Petersen opened explaining the staff hierarchy of the Training and Development department, which includes Operations training for both operators and supervisors, also a Maintenance training section. His department is comprised of 32 Transit 9139 Training supervisors/instructors, 9 of which Michael Burns (MUNI Executive Director) designated to report to Operation Superintendents for the purpose of making accident determination, avoidable or unavoidable.

a) Daniel Weaver:

How many Street Car drivers? Answer: Average of 280 per day, total 320 drivers. Some drivers out on various leave, i.e., sick leave, military duty, etc.

Would Street Cars be considered a bigger training challenge? Answer: Yes.

Does MUNI give more training than what is required by Federal or State regulators? Answer: Yes. MUNI is required to have a training program and a refresher course every 2 years by the Federal government of which CPUC audits every 3 years, but there was no stipulation on hours. DMV requires Rubber tires training of 25 to 35 hours of minimum training for a "verification of transit training" document. All operators go through Diesel Bus training of 40 to 42 days. MUNI's LRV

initial training is 35 days. Cable car is 25 days for Grip and 10 days for Conductor. MUNI's refresher training is 8 hours every 2 years.

Standard Operating Procedures are available for compliance checks as mandated by the CPUC. Operators must pass a 2-hour compliance checks every years, which include pre-op evaluations, evaluations on driving, a checklist of rules of procedures, etc.

b) Steve Ferrario:

Using Streetcars, PCCs, and Historic cars as examples for someone who has operated a bus but has never operating a streetcar before, what would the training be like? Answer: First training would be a 15-25 day with the PCC cars, which would include basic orientation, overhead orientation and track switches (how to read a switch, throw a switch with a track iron, how they work automatically with the V-tag system which works by remote control). Also there is some trouble-shooting training, i.e., door problems, and breaks. The PCC car training would then be followed with the 10-day training on the different type, Milan car. Historic car training is on an as-needed basis.

Are manuals available for non-LRV cars, i.e., cable cars, PCCs, Historic cars, Milans, etc? Answer: Yes. The F-line training manual covers PCCs, Milans, and Historics. Newer manuals are being developed.

What operator training is available for troubleshooting on BREDA cars? Answer: Operators are trained how to reset circuit breakers, along with other trouble shooting techniques.

What are the procedures for loading and unloading wheelchair patrons? Answer: Wheelchairs are always loaded in the first car so that operators can line up with stop bars that indicate safe disembarking for wheelchairs exiting from the first car, front or rear door. On the other hand, operators cannot visually insure a safe stop for wheelchairs exiting the second car. Bruce Oka added that wheelchair patrons are advised to board the first car.

c) Bruce Oka:

Operators have been observed leaving their vehicles to make food purchases during their routes, both rail and rubber tire. Answer: Place a complaint, gathering as much information as possible, i.e., operator's car number, run number, direction, location and time. Many reports that come in do not contain enough information for disciplinary action.

What has been the result of Pitbulls being used as Service Animals? Answer: For the Service Animal training, particularly addressing Pitbulls, Mr. Goubrith, who also brought along his own personal Pitbull, shared a lot of written information with MUNI instructors. Recently patrons using Pitbulls as Service Animals have been riding MUNI.

d) Daniel Murphy:

In looking at the Deboce and Noe tunnel near the Harvey Milk Park, what is the training for **N** Judahs for clearing tunnel areas in order to safely disembark passengers? Answer: The O'Shaughnessy tunnel was built in 1926, which worked really well for the shorter single streetcars.

However with the new 2-car trains, the last door would open within the tunnel wall. A stop bar was established as a solution, but the stop area was still to short to adequately clear the tunnel without pulling into oncoming auto traffic. MUNI and DPT are working on a proposal to stripe the area to reestablish a much longer passenger safety zone while diverting on coming cars away from the passenger area.

6. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

7. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: July 21, 2005, at 401 Van Ness Avenue, Room 334 (Conference Room 335), at 4:00 p.m.

a) MUNI has vacated the 1145 Market Street facility, therefore their 5th floor conference room is no longer available for future CAC meetings. Debra Reed sent out E-mails to status CAC members for their days of availability for interim conference planning until conference rooms at the new MUNI facility located at 1 South Van Ness Avenue becomes available for scheduling meetings.

b) Michael Hursh (Maintenance) and Ted Aranas regarding water being shut off to sprinklers, planters. Yard areas and planters no longer maintained by gardeners, are now being overgrown with weeds, trash and the threat of rat infestation, including the Green facility yard, San Jose and Geneva yard, Carl and Cole yard, and Noel yard by Castro Street. A hiring freeze has frozen the Gardener's position. Community residents are willing to water and mow the yard areas at Carl and Cole streets. Michael Kirchanski will speak with Ted Aranas about how residents participating in MUNI's yard upkeep. Daniel Murphy asked why is MUNI responsible and not Park and Recreation? Even if MUNI owns the areas, could Park and Recreation maintain the grounds on a contract basis between the two agencies?

c) Michael Hursh about his plan to get a maintenance program in advance, his mid-life overhaul programs for vehicles approximately 12 to 15 years old.

8. **Adjournment:** 6:31 p.m.

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July 21, 2005, agenda and notice

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City & County of San Francisco

Municipal Transportation Agency

Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, July 21, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, July 21, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:03
3.	**Adopt Minutes of June 16, 2005** (Discussion/ Action)	4:05
4.	**Report of the Chair** (Discussion/ Action)	4:10
5.	**MUNI Mid-Life Vehicle Program**. Michael Hursh (Discussion/ Action)	4:20
6.	**MUNI Facilities Upkeep**. Michael Hursh, and Ted Aranas (Discussion/ Action)	4:50
7.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, August 18, 2005, 1 South Van Ness Avenue, Conference Room 3075 at 4:00pm.	5:25
9.	**Adjournment**	5:30

Notes:

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

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· Third Street Light Rail Project

· N-Judah

· Municipal Railway Headquarters

Note: Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).

Potential Discussion Topics:

· Breda Engineering Modifications/Design Repair Plan Update (July 2004)

· Report on Central Subway

· Bus Rapid Transit (BRT) (Geary)

· T3 Presentation to the Council and MTA CAC Interaction

· Ocean Avenue Traffic Alignment Plans

· Muni's Input Into the Spending Plan for Proposition B Reauthorization

· Sectionalization of Overhead for Metro Subway Service

· Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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FINAL MINUTES
of
Regular Meeting

Thursday, July 21, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334, Conference Room 335
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 4:02 p.m., Thursday, July 21, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (EMSC Chair), Steve Ferrario and Bruce Oka.

EMSC Members absent at Roll Call:

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Daniel Murphy (cac chair), and Norman Rolfe

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Deborah W. Denison (MTA CAC Liaison), Debra Reed (MTA CAC Secretary), Michael Hursh (MTA Deputy General Manager – Safety, Security, Training), Fred Stephens (MUNI General Manager – Operations), Ted Aranas (MTA Acting Sr. Operations Manager), John Sadorra (MUNI Chief Mechanical Officer, Rail), Elson S. Hao (MUNI Senior Vehicle Engineer), and Louis Maffei (LRV Engineering).

Community Representatives Present: None

2. **Adopt Minutes of June 16, 2005:**

Motion to adopt the June minutes by Steve Ferrario, with correction.
2nd by Bruce Oka
EMSC passed unanimously (see roll for the Ayes)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

none

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair presented no report

5. **MUNI Mid-Life Vehicle Program:** Fred Stephens (MUNI General Manager – Operations), Michael Hursh (MTA Deputy General Manager – Safety, Security, and Training), John Sadorra (MUNI Chief Mechanical Officer, Rail), Elson S. Hao, (MUNI Senior Vehicle Engineer), and Louis Maffei (LRV Engineering). [Handout]

The EMSC committee was interested in adequate funding for maintenance and overhaul programs for Transit vehicles, as well as what are the manufacturers recommendations to maximize the life of MUNI's transit vehicles.

Mr. Stephens highlighted a general briefing handout "MUNI Light Rail Vehicle Overhaul Status" prepared with John Sadorra. Funding was an issue. BREDA recommended their 10-year overhaul program. 30 vehicles per year at $675,000 per vehicles, the estimated coast would be $20 million yearly. 5-year light overhaul, covering breaks, doors, propulsion, ATC system, would be funded partially through leaseback funds. An application to CAPWOC, a MUNI capital improvement committee, was pending for $7 million annually for continual overhaul expenditures. The $1.2 million earmarked for breaks received thus far for 23 cars, still leaves some 128 cars for breaks, along with door and propulsion work.

Maintenance has worked as a day-to-day operation. The Agency would greatly benefit from a good meaningful overhaul program, to avoid a massive breakdown of the City's transit system.

Questions and Comments from the EMSC

Daniel Weaver asked, what systems are recommended for a 5-year overhaul? Answer: Propulsion, Door, Suspension, HBAC air conditioning, Auxiliary Power supply, and others, of which there were no funds available.

Norman Rolfe asked:

Who performs the overhauls? Answer: For efficiency purposes, overhauls were contracted out to either the original equipment manufacturer or contracted to have cars overhauled offsite.

Mr. Rolfe suggested that Singfreid might be a good source to approach for funding.

Steve Ferrario expressed that a meaningful effort towards establishing a real overhaul program would be by identifying staff to determine the needs along with associated maintenance costs. Real numbers would have a significant impact when lobbying the Board of Directors for needed funding.

6. **MUNI Facilities Upkeep:** Michael Hursh (MTA Deputy General Manager – Safety, Security, and Training), Fred Stephens (MUNI General Manager – Operations), and Ted Aranas (MTA Acting Sr. Operations Manager).

The EMSC expressed concerns pointing out safety issues due to poor lighting in platform areas, and various deteriorated landscaping at facilities overgrown with weeds due to broken irrigation systems.

Questions and Comments from the EMSC

Daniel Weaver:

The Platform area would be a major concern, suggesting a lighting consultant for better lighting of the area where people would be, also better lighting for the walls. Answer: The design MUNI used was basically indirect lighting, never directly lighting the platform. Mr. Aranas believed there was a program to replace lighting. Mr. Hursh added that PUC was analyzing MUNI's meter usage for loans to the Agency for lighting upgrades, fan motors, etc., which would be paid back through energy savings.

What was the status on Sunset Tunnel Park to keep it open and watered? Answer: In actively working on all the landscape areas, with no gardeners, due to budgetary constraints, MUNI was unable to hire any. Department of Park and Rec, and also DPW were unable to assist due to work within their own departments. MUNI has been using work order funds to hire some assistance from Bureau of Urban Forestry. A requisition was resubmitted for one gardener; however, there was a request for an addition two that was on Budget hold.

What programs did MUNI have for maintenance/cleaning of key stops? Even the trashcans were disappearing. Answer: The work order with DPW for key-stop cleaning was discontinued in the Budget two years ago. Presently, the shelter company and Tract department has assisted in some of the worse cases.

Steve Ferrario pointed out that:

In view of terrorist attaches in London, England, should Federal funding become available for security purposes, could it be directed to projects, such as lighting, painting, cameras, and security for downtown stations and MUNI platforms? Answer: Congress budget for homeland security and transit was $10 million less than the previous year. The $9 million dollars allocated to California was to be shared between 5 rail agencies.

Ceilings would benefit from painting or cleaning. Steve Ferrario suggested changing the color scheme for better lighting. Answer: Mr. Aranas responded that his department was already looking into painting.

As part of the **F** line, Palm trees planted at upper Market Street are in urgent need of trimming. Funds need to be identified for trimming, to avoid potential rat infestation. Answer: There is no real program due to no landscape shop.

Daniel Murphy suggested for replacement using lower energy light bulbs that put out more light.

Mr. Murphy reported a homeless encampment at one of the sites. Answer: Rules require a 24-hour notice stipulating the removal of personal items must be posted before disposing of a person's belongings. Assistance from the SFPD along with MUNI Security has worked to keep squatters away over night.

Why should MUNI be responsible for a park upkeep? Answer: Historically, MUNI including those areas belonged to the PUC. When MUNI separated from PUC, those landscape areas were given to MUNI as part of the split arrangement.

Mr. Murphy asked had the broken irrigation system at Green Station been repaired? Mr. Aranas said he needed to look into it. Mr. Stephens responded that while he had worked with Mohammed Nuru and Ed Lee in DPW to clean areas, he doubted that DPW would landscape areas with plants requiring maintenance.

Motion: The MTA CAC urges the MTA Board to fill two of the three vacant gardening positions within this fiscal year 2006.

Moved by Bruce Oka
2nd by Dan Weaver
EMSC passed unanimously (Ayes - Weaver, Ferrario, and Oka)

7. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

8. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: September 15, 2005, at 1 South Van Ness Avenue, Conference Room 3075, at 4:00 p.m.

· Description of the LRV program – maintenance for the BREDAs

· MUNI's plan concerning the 9th Avenue garage entrance of the Golden Gate Concourse

9. **Adjournment:** 5:43 p.m.

Attachments:

Agenda Item 2 –

Minutes of June 16, 2005

Agenda Item 5 –

Handout – MUNI Light Rail Vehicle Overhaul Status

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EMSC September 15, 2005, agenda and notice

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, September 15, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
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Regular Meeting
Thursday, September 15, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334 (Conference Room 335)
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AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	4:00
2.	**Public Comment**	4:03
3.	**Adopt Minutes of July 21, 2005** (Discussion/ Action) **Adopt 2004 Minutes of May 20, July 22, September 16, and November 18, 2004**	4:05
4.	**Report of the Chair** (Discussion/ Action)	4:10
5.	**3rd Street Transit Service Plan** . (Discussion/ Action) Peter Straus	4:20
6.	**MUNI Maintenance Programs – Rail, Trolley, and Diesels.** (Discussion/ Action) Fred Stephens	4:40
7.	**Committee Members' Questions/Information Requests** (Discussion)	5:20
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, November 17, 2005, 401 Van Ness Avenue, Conference Room 308/312 at 4:00pm.	5:25
9.	**Adjournment**	5:30

Notes:

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FINAL MINUTES
of
Regular Meeting

Thursday, September 15, 2005 at 4:00 p.m.
401 Van Ness Avenue, Room 334, Conference Room 335
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 4:01 p.m., Thursday, September 15, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (EMSC Chair), Steve Ferrario and Bruce Oka.

EMSC Members absent at Roll Call:

EMSC Absent: None.

MTA CAC Members, not on this committee, but also present: Daniel Murphy (cac chair), and Norman Rolfe

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Peter Straus (MTA Service Planning), John Sadorra (MUNI Chief Mechanical Officer, Rail), and Louis Maffei (LRV Engineering).

Community Representatives Present: None.

2. **Adopt 2005 Minutes of July 21, and**
Adopt 2004 Minutes of May 20, July 22, September 16, and November 18
(Discussion/Action)

Motion to adopt the June minutes by Steve Ferrario, with correction.

2nd by Bruce Oka

EMSC passed unanimously (Ayes – Weaver (Chair), Ferrario, and Oka)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

No members from the public were present.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair presented no report

5. **3rd Street Transit Service Plan:** (Discussion/Action) Peter Straus (MTA Service Planning)

The new rail line on Third Street, designated as the **T** Third, would be through-routed with the **K** Ingleside line. Sign switches would automatically take place at both the West Portal and the Ferry Portal. At the advent of the **T** Third rail line, the 15 Third Street bus line would be discontinued, however the 9x, 9ax, and 9bx would be renamed as the 15x, 15ax, and the 15bx along with route expansions. The 9 San Bruno local line would remain unchanged.

There would be alterations to the route of the 54 Felton line to service transfer points with the new **T** Third rail line.

Questions and Comments from the EMSC

Steve Ferrario:

When would **T** Third rail operations began? Answer: Due to problems with the bridge, the target date was reset for June 2006.

What was the source for information on the Embarcadero monitor, which was a very reliable system? Answer: Alcatel, a MUNI in-house created signal system.

Daniel Murphy:

Would the stop points change on Third Street, including the Mission Bay stop? Answer: All stop points would remain open.

Norman Rolfe:

Would the **N** Judah continue running to CalTrain's station? Answer: No, CalTrain's station would then be serviced by the **T** Third line, also supplemented by the **J** Church line during "peak" hours.

Motion: The MTA CAC recommends that the MTA expand the Embarcadero station's LRV Alcatel monitors to all subway stations.

EMSC passed unanimously (Ayes – Weaver (Chair), Ferrario, and Oka)

6. **MUNI Maintenance Programs – Rail, Trolley, and Diesels:** (Discussion/Action)

John Sadorra (MUNI Chief Mechanical Officer, Rail), and Louis Maffei (LRV Engineering)

Mr. Sadorra distributed and reviewed the MUNI Light Rail Vehicle Overhaul Program (September 15, 2005) handout. While the OEM recommends system overhaul at 5-year intervals, the handout outlines a 10-year overhaul. The Mid-life overhauls were useful in maintaining the vehicles' readiness to reach their expected 30-year life. Once adequate funding becomes available, it would take a year of preparation to have sufficient staff, ample parts and supplies, and necessary equipment to commence overhauling vehicles. The 10-year overhaul would be due in 2007. Mr. Ferrario pointed out that asking the MTA Board for funding should began immediately in preparing for year 2007, as well as preparing for the Mid-life overhaul needs. Mr. Sadorra represented the Rail division, however he pointed out those trolleys and diesels most likely would require similar overhaul programs. Don Gee would be knowledgeable regarding trolleys and diesels information in the Rubber Tire division.

Questions and Comments from the EMSC

Norman Rolfe:

Some agencies color-code vehicle parts to identify expiration dates for maintenance purposes. Answer: Knorr Brakes had color-coded and dated actualators to distinguish parts rebuilt in-house from those rebuilt by Knorr, however, date-stamp (no color codes) was the usual practice.

Daniel Weaver:

Outside vendors were identified and contracted by MUNI for much of the work. Answer: MUNI would remove the failing component, bolt in another unit, and ship the bad component to the vendor for overhaul. The Parts manager would track units that were spares, in-transit units, unit sets, units being overhauled by the vendor, units removed, etc.

What problems were experienced due to lack of systematic maintenance practice? Answer: Systems problems experienced were couplers, doors, ATC, ATCS, air conditioning system, trunks, wire harnesses, articulation harnesses, to name a few, adding that many of these problems could have been avoided had the 5-year maintenance level been implemented.

Daniel Murphy asked was vehicle experience or budgetary constraints used as bases for deviation from BREDA manufacturer's recommended program? Answer: Both vehicle experience and staff shortage due to budget have resulted in deviation from the BREDA's recommended maintenance schedule, however, the Maintenance department had been able to establish and maintain an in-house maintenance schedule. Corrective maintenance for 150 LRVs was somewhat of a strain for just 51 mechanics.

Steve Ferrario was very much interested in early campaigning the MTA Board for funding for the Mid-Life program, as well as Cables, and F line, in order to head off critical vehicle shortages.

7. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

8. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: October 20, 2005, at 401 Van Ness Avenue, Conference Room 334, at 4:00 p.m.

· Fix facility maintenance, gardeners, Michael Hursh or Fred Stevens, with Ted Aranas (October)

· Rubber Tire (Diesel and Trolleys) maintenance, John Gee and Fred Stephens (October)

For November's regular meeting: November 17, 2005, at 401 Van Ness Avenue, Conference Room 334, at 4:00 p.m.

· NextBus Update and funding, John Fungi (November)

· Emeryville's Kiosk informational, suggested by Norman Rolfe, John Fungi (November)

· Rail maintenance, John Sadorra, Louis Maffie, and with Fred Stephens (November)

9. **Adjournment:** 5:40 p.m.

Attachments:

Agenda Item 2 –

Minutes of July 21, 2005

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Thursday, November 17, 2005 at 3:00 p.m.
401 Van Ness Avenue, Room 308 (Conference Room 312)
San Francisco, California

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

90.325
11/05

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Members of the Citizens' Advisory Council who are not members of the EMSC may attend Committee meeting.

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Municipal Transportation Agency Citizens' Advisory Council
401 Van Ness Avenue Room 334 – San Francisco, CA 94102-4524
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The meeting location is wheelchair accessible. The closest BART station is Civic Center, about four blocks from the meeting location. Accessible Muni lines nearest the meeting location are the 5-Fulton, 21-Hayes, 47-Van Ness, and 49 Mission-Van Ness. The closest Muni Metro stop is Van Ness station, where one can transfer to a 47-Van Ness or 49 Mission-Van Ness bus. For more information about Muni accessible services, call 415-923-6142.

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, November 17, 2005 at 3:00 p.m.
401 Van Ness Avenue, Room 308 (Conference Room 312)
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of September 21, 2005** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Rubber Tire Maintenance and Overhaul – Trolley and Diesel**. Paul Williamson (Discussion/ Action)	3:15
6.	**Fixed Facility Maintenance Update and Gardeners**. Ted Aranas (Discussion/ Action)	3:45
7.	**NextBus Update and Funding** John Fungi (Discussion/ Action)	4:15
8.	**LRV and Rail Vehicles Maintenance and Overhaul -** John Sadorra and Louis Maffei (Discussion/ Action)	4:45
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Thursday, January 19, 2006, 401 Van Ness Avenue, Room 308 (Conference Room 312) at 4:00pm.	5:25
10.	**Adjournment**	5:30

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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EMSC November 17, 2005, minutes

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

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Thursday, November 17, 2005 at 3:00 p.m.
401 Van Ness Avenue, Room 308 (Conference Room 312)
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:08 p.m., Thursday, November 17, 2005. Daniel Weaver (Chair) presided. A quorum was present including the following:

EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

EMSC Members absent at Roll Call: Bruce Oka, arrived at 4:15 p.m.

EMSC Absent:

MTA CAC Members, not on this committee, but also present:

MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Paul Williamson (MTA Superintendent – Mtce Wood), Fred Stephens (MUNI General Manager – Operations), Louis Maffei (MUNI LRV Engineering), John Sadorra (MUNI Chief Mechanical Officer, Rail), Ted Aranas (MTA Acting Sr. Operations Manager), John Funghi, (MTA Project Manager, Construction), and Debra Reed (MTA CAC Secretary).

Community Representatives Present: None

2. **Adopt Minutes of September 15, 2005:**

Chair Daniel Weaver postponed the adoption of the September Minutes until the next EMSC meeting in January 2006.

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

None.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair presented no report

5. **Rubber Tire Maintenance and Overhaul – Trolley and Diesel:** Paul Williamson – Wood's Superintendent – Maintenance, and Fred Stephens – General Manager - Maintenance (Discussion/ Action)

Mr. Williams reviewed status for former-life and half-life rehabilitation for transit vehicles, including ETI trolleys, NABI and Neo Plan coaches.

Questions and Comments from the EMSC

Dan Weaver:

Does the manufacturer have any half-life or quarter-life overhaul system, or process, or recommendations for busses and trolleys? Response: Many of the cars had passed their 5-year warranty, especially NABI coaches, leaving maintenance MUNI's responsibility. MUNI had no spare NABI engines however maintenance wanted to purchase 45 remanufactured engines brought up to new standards also with new warranties.

Would new vehicles be ordered with SONIC doors? Response: Hybrid coaches had been specified with SONIC doors. Mr. Williamson was also hoping to get SONIC doors for quarter and half-life overhauls.

Steve Ferrario:

What manufactures were available? Response: Orion, New Flyers, NABI and Gillard were still viable, also major component suppliers, such as Boyd, Allison, Zia and others. Fred Stephens added that bus manufacturers had become an international market due to the dwindling domestic companies.

Were there equivalent parts inter-exchangeable between vehicle brands? Response: Often modifications may be involved, such as updates in California Air Resources Board mandate criteria, various emission certifications, also coach configurations.

Was the ETI settlement adequate? Response: The $12 million settlement appeared to be adequate at the time, but could become inadequate depending on the number years it takes.

The EMSC would like to support the Maintenance department in asking the MTA Board for adequate funding to help Maintenance keep the fleets capable ready. Response: A couple of the engineers had been lost; it may take a while to complete the cost estimate.

6. **Fixed Facility Maintenance Update and Gardeners**: Ted Aranas (Discussion/ Action)

Mr. Aranas announced that 2 gardeners had been hired (transfers from Unified School District)

during the month of November 2005. They would be focused on both Forest Hill and Green yards. Outside companies had been contracted for tree trimming work as money become available.

Mr. Aranas distributed pictures of a beautification project with ceramic tiling. A community project for the epoxy walls at the Castro station had been suggested using artistic tiles to create a mural, perhaps similar to a quilt project. Community participants would be involved and Merchants could help sponsor the wall.

Dan Weaver:

Mr. Weaver had placed several reports of poles with graffiti to "28 Clean" however nothing was done. Response: Maintenance included removal of posters, banners and even painting. The Mayor had a program "Abating Graffiti Throughout the City." MOU had been a problem, along with determining responsible departments (PUC, DPW, MUNI, DPT, Borough of Lighting and Power, etc.) for the various poles, however a meeting had been scheduled for Monday, November 21, 2005 with involved City agencies to address graffiti issues for maintaining poles.

Poles painted without proper preparation, such as removing old tape and paper, would accelerate deterioration of the poles. Response: Various groups other than MUNI have responded to graffiti abatement requests, but not always with professional painters. Mr. Aranas agreed to mention painting methods at the November 21, 2005 meeting.

7. **NextBus Update and Funding:** John Funghi (Discussion/ Action)

Mr. Funghi confirmed that NextBus (a GPS type system) was awarded $11.8 million in funding for the deployment of the AVL project from RM2 funds from bridge tolls through MTC, that were set aside for real-time transit to work with 511-Telephone Service. NextBus would be expanded to Trolleys in December 2005, with Diesels soon to follow. NextBus passenger signs should be installed over the next 9 months. As a management tool, NextBus information would be reliable up to +/- minute. Mr. Funghi demonstrated a beta test of NextBus management features from a laptop computer.

MUNI showcased their AVL system at the ITS World Congress show at the Mosconi Center. Mr. Funghi distributed flyers from the event.

The next step was to certify a contract, which is awaiting receipt of the full performance and payment bond. Funds and award of authority by the MTA Board were in place.

Questions and Comments from the EMSC

Steve Ferrario:

At the Castro station, the NextBus system display conflicting data compared to the ATCS system.

The MTA CAC passed a recommendation to install monitors similar to Central Control's monitor at Embarcadero in all the subway stations. That monitor displayed the most accurate information.

Dan Weaver:

When the 3rd Street line opens, outbound and inbound would become very confusing to the public. Response: MUNI had been using destination-to-destination designations rather than outbound and inbound terms when ever possible.

8. **LRV and Rail Vehicles Maintenance and Overhaul** - John Sadorra and Louis Maffei (Discussion/ Action)

Mr. Maffei distributed and reviewed the "Argument to Provide Funding for a Breda LRV Preventive Overhaul Program" report.

Questions and Comments from the EMSC

Dan Weaver:

Were the LRVs sent out for repairs? Response: MUNI Shop replaced worn main assembly units with rebuilt main units, sending worn units to the vendor for overhaul. To avoid vehicles being out-of-service for periods of time, a number of already rebuilt spare units were kept in stock.

What would be the cost of a new Breda? Response: In 1997, to order 5 to 10 Bredas, the cost would be $4 million.

What were the consequences of forgoing the 5-year overhaul? Response: Airbags and air conditioners have surpassed their useful life, the repair shop could not keep up with failed couplers, break calipers and actuators, also door reliability had been decreasing. MUNI was able to get money through the leaseback program to work on 23 of the LRV-2 cars overhauling their break system.

Overhauls were estimated at $205,000 per car to replace all the worn-out parts.

Steve Ferrario

How soon would funding be needed? Response: If funding were to become available, it would take another year. Many of the components were not shelf items, since they needed to be production-ran. Also overhauls would need to be spaced out over a 5-year period to meet service requirements and still maintain a running fleet, simultaneously while running the overhaul program.

What had been the status of the Hanger Queens? $750,000 was received to work on those 5 cars. Being that they were purchased with FDA funds, MUNI was obligated to repair those cars and put them back in service. Also, through the Breda leaseback program, MUNI agreed to maintain them per the original equipment manufacturer stats. Replacing them would cost $20 million, whereas repairing them would cost $6 million.

Motion: The MTA CAC endorses the proposed Breda LRV 10-year maintenance overhaul program for funding starting in 2006-2007 MTA Budget.

EMSC passed unanimously (Ayes - Weaver (Chair) and Ferrario)

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: January 11, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

· Trolleys - Harry Jensen, and Woon Wong

· Update for Overhaul, Rubber Tires - Paul Williamson

· Van Ness BRT project

10. **Adjournment:** 5:58 p.m.

Attachments:

Agenda Item 2 –

Minutes of June 16, 2005

Agenda Item 5 –
Handout – MUNI Light Rail Vehicle Overhaul Status

Agenda Item 8 –
Handout – Argument to Provide Funding for a Breda LRV Preventive Overhaul Program, November 17, 2005

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)
Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, January 11, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
(415) 701-4666 FAX (415) 701-4502

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, January 11, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes** (Discussion/ Action) **September 15, 2005 and November 17, 2005**	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Van Ness BRT Update** . (Discussion/ Action)	3:20
6.	**Rubber Tire Maintenance Program - Diesel and Trolley buses**. (Discussion/ Action)	3:50
7.	**Metro Track Replacement Program - Update**. (Discussion/ Action)	4:20
8.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, March 8, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00 p.m.	4:55

10.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

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· Third Street Light Rail Project

· N-Judah

· Municipal Railway Headquarters

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· T3 Presentation to the Council and MTA CAC Interaction

· Ocean Avenue Traffic Alignment Plans

· Muni's Input Into the Spending Plan for Proposition B Reauthorization

· Sectionalization of Overhead for Metro Subway Service

· Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

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The meeting location is wheelchair accessible. The closest BART and MUNI Metro station is Civic Center. Accessible MUNI bus lines nearest the meeting location are the 7-Haight, 9-San Bruno, 47-Van Ness, 49-Van Ness/Mission, and the 71-Haight-Noriega, also the F-Market & Wharves (Historic Streetcar Service). For more information about MUNI accessible services, call 415-923-6142. There is accessible on-street vehicle parking available in the vicinity of the meeting location. The Civic Center Garage, entrance on the south side of McAllister Street, between Polk and Larkin Streets, includes bicycle racks in view of a parking attendant.

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

DRAFT MINUTES
of
Regular Meeting

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Wednesday, January 11, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:06 p.m., Wednesday, January 11, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

   EMSC Members absent at Roll Call: None

   EMSC Absent: Bruce Oka

   MTA CAC Members, not on this committee, but also present: Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Darton Ito (MTA Transit Planner), Don Gee (MTA Maintenance – Rubber Tire), Ron Niewiarowski (MTA Capital Planner), Ken Jew (Manager, MTA Construction Division-Project Management Section), Fariba Mahmoudi (MTA Construction Division-Project Management Section), and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: None

2. **Adopt 2005 Minutes of September 15th and November 17th:**
   Motion to adopt minutes by Steve Ferrario.
   2nd by Dan Weaver
   EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

3. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Van Ness BRT Update:** (Discussion/Action) Darton Ito (MTA Transit Planner)

Mr. Ito distributed and reviewed progress of the BRT, using both handouts: Van Ness Avenue – Bus Rapid Transit Study, and Van Ness Corridor BRT Study, January 11, 2006.

Questions and Comments from the EMSC

Steve Ferrario:

Mr. Ferrario commented, why would the Van Ness project choose a different design and equipment requirement? It would seem to be an advantage to purchase all similar equipment to the Geary project.

As we develop POP, the designs should encourage POP.

Where there any citizen input for the Van Ness BRT project? Response: The first citizen meeting was at the Transportation, and another meeting was at the Holiday Inn at Van Ness.

The Van Ness project should have a citizens advisory committee (CAC), to allow input from people. Response: Mr. Ito was not aware of Van Ness project or the Transportation Authority's CAC having any presentations, input or decision-making.

Line designations, such as **B** and **G** should already be established as permanent line names. Since the Van Ness and the Potrero BRTs would eventually operate together, **H** would be an acceptably neutral line designation.

Who would be the decision makers of the project? Response: The Transportation Authority (TA) would be the decision maker with Rachel Hiatt as the project manager.

Norman Rolfe:

Were the TA and the MTA working on the study of the project together? Response: The TA had taken the lead using Proposition **K** tax money to conduct the study, whereas the MTA had a support role, technical data collection and analysis.

While the initial cost of light rail is costly, over a life cycle light rail comes out cheaper, less staff to operate, requires less maintenance, and cars have a longer life. One train carries enough passengers for 3 articulated buses.

Dan Weaver:

The BRT design does not appear to be light-rail capable.

Motion: The MTA CAC recommends that a Citizens Advisory Committee be established to provide citizen input to the planning process for the Van Ness and the Potrero Bus Rapid Transit projects.
2nd by Steve Ferrario
EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

Motion: The MTA CAC recommends that a closer interaction take place between the San Francisco County Transportation Authority and the MTA in the design and construction of all transit projects where the MTA will be responsible for operations. These projects include, but are not limited to, the Geary, Van Ness and Potrero Bus Rapid Transit projects.

2nd by Dan Weaver
EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

Motion: The MTA CAC recommends that a full 30-year life cycle economic analysis per rider be completed for light rail versus bus vehicles for the proposed Bus Rapid Transit projects on Geary, Van Ness and Potrero.
2nd by Steve Ferrario
EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

6. **Rubber Tire Maintenance Program – Diesel and Trolley buses:** (Discussion/Action) Don Gee (MTA Maintenance – Rubber Tire)

Mr. Gee discussed funding half-life rehabilitation for 330 Neo Plan and 45 NABI diesel coaches, along with the 273 ETI electric vehicles. Maintenance focus was needed for door systems, air compressors, air systems (re-certifying the air tanks), power plants (engines, transmissions, trolley pole bases, traction motor, and re-calibrating electronic circuitries), radiators, and suspension cracks. There was a severe lack of articulated buses.

Steve Ferrario requested a report of vehicles in need of overhaul to review with the full MTA CAC. Mr. Weaver wanted to include funding maintenance discussion during the MTA CAC's meeting on the current MTA budget.

Motion: The MTA CAC recommends that the MTA fund the required half-life rehabilitation maintenance of the 45 NABI diesel buses in the 2006-2007 fiscal year budget.
2nd by Steve Ferrario
EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

7. **Metro Track Replacement Program:** (Discussion/Action) Ken Jew (MTA Contract Manager), Ron Niewiarowski (MTA Capital Planner), and Fariba Mahmoudi (MTA Contracts)

Mr. Niewiarowski distributed Stuart Sunshine's memo regarding Carl Street Rail Replacement Inquiry, dated November 4, 2005, and a schedule of rail replacement projects throughout San Francisco. Mr. Niewiarowski announced that Carl Street would be among the first projects, if not the first, for rail grinding when the contract was signed with a nationwide vendor in year 2006. Carl Street is a straightaway and not considered as severe as problems of curves, switches, major junctions, and multiple lines. There were urgent projects that were safety critical first, such as, cracked rails, derailment hazards, service disruption/shutdown, etc.

Joan Downey:

Over the past 10 years Carl Street dwellers had long been concerned about vibration damage causing cracks in the foundation of their homes, recurrent wall cracks, chronic loose electrical wiring problems, etc. Neighbors had heard promises from year 2002, and the vibration still continued. Mr. Ferrario added that a successful track noise and vibration reduction projects were completed on Don Chee Way near the new hotel, also Noe, between Market and 17th streets along the F line. Response: Supervisor Mirkarimi contacted the MTA; Stuart Sunshine, Acting Executive Director, responded in writing (letter distributed) regarding Carl Street and not having enough money for many projects.

Steve Ferrario:

Could money reserved for delayed projects be redirected toward track noise abatement efforts? Response: Mr. Jew felt that the concern was truly valid and would be presented before the committee of Engineering, Operation, and Maintenance, since they were the actual decision makers for priority projects.

When Carl Street is finally assigned to a project manager, Mr. Ferrario wanted to have a presentation to the EMSC from the manager outlining details and timelines.

Dan Weaver:

In view of the rail program often being raided due to balancing the budget for operating expenses, what could the CAC do? Response: Fixes had been in the form of small bites due to budget cuts. Carl Street is a priority, however the rail replacement program needs to have money for high priority projects, including Carl Street.

Motion: The MTA CAC recommends that the rail replacement funds not be transferred to the operations budget and not be reduced from the current funding levels.
2nd by Steve Ferrario
EMSC passed unanimously (Ayes – Weaver (Chair), and Ferrario)

8. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: Wednesday, March 8, 2006 at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Rubber Tire Maintenance – Don Gee

10. **Adjournment:** 5:43 p.m.

Attachments:

Agenda Item 2 –
2005 Minutes, September 15th and November 17th

Agenda Item 5 –
Handout – Van Ness Avenue – Bus Rapid Transit Study
Handout – Van Ness Corridor BRT Study, January 11, 2006

Agenda Item 7 –
November 4, 2005 Letter re: Carl Street Rail Replacement Inquiry – signed by Stuart Sunshine, Acting Exec Dir

Handout – Chapter 8 Infrastructure Program – Rail Replacement, November 1, 2005

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

Notes:

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Written reports and background materials for calendar items are available for public inspection and copying at 1 South Van Ness Ave, 7th floor, during regular business hours.

Members of the Citizens' Advisory Council who are not members of the EMSC may attend Committee meeting.

In the event that a quorum of the entire Council is present, the Committee shall act as a Committee of the Whole. A vote of the Committee of the Whole does not constitute final Council action; the full Council must ratify all Committee action.

The MTA CAC may be contacted as follows:
Municipal Transportation Agency Citizens' Advisory Council
1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-1267
☎(415) 701-4666 FAX (415) 701-4502

Disability Access

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The meeting location is wheelchair accessible. The closest BART and MUNI Metro station is Civic Center. Accessible MUNI bus lines nearest the meeting location are the 7-Haight, 9-San Bruno, 47-Van Ness, 49-Van Ness/Mission, and the 71-Haight-Noriega, also the F-Market & Wharves (Historic Streetcar Service). For more information about MUNI accessible services, call 415-923-6142. There is accessible on-street vehicle parking available in the vicinity of the meeting location. The Civic Center Garage, entrance on the south side of McAllister Street, between Polk and Larkin Streets, includes bicycle racks in view of a parking attendant.

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Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the peoples' business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the peoples' review.

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Lobbyist Ordinance

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, March 8, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of January 11, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Rubber Tire Maintenance**. (Discussion/ Action) Don Gee	3:20
6.	**Cable Car Maintenance**. (Discussion/ Action) John Sodorra	3:50
7.	**DPT Maintenance – Traffic Signal Equipment, Parking Meter, etc.** (Discussion/ Action) Bond Yee	4:20
8.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, May 17, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
10.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

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Wednesday, March 8, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:18 p.m., Wednesday, March 8, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

   EMSC Members absent at Roll Call:

   EMSC Absent: Bruce Oka.

   MTA CAC Members, not on this committee, but also present: Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Janet Michaelson (MTA CAC Liaison), Don Gee (MUNI Chief Mechanical Officer - Bus Maintenance), Bond Yee (DPT Director), Peter Rubin (DPT Director of Operations), Toni Coe (DPT Manager – Sign Shop), George Basley (DPT Manager – Signal Shop), George Reynolds (DPT Parking Meters), Ed Collins (DPT Traffic Marketing), and Jack Fleck (DPT City Traffic Engineer).

   Community Representatives Present: None

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   No one present from the public.

3. **Adopt Minutes of January 11, 2006:**
   Motion to adopt the January minutes by Steve Ferrario
   2nd by Dan Weaver
   EMSC passed unanimously (Ayes – Weaver, and Ferrario)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Rubber Tire Maintenance:** Don Gee (MUNI Chief Mechanical Officer - Bus Maintenance)

   Mr. Gee reviewed:

   $2.4 million for Mid-Life Overhaul for NABI, including doors, transmissions, engines, etc.

   Of the 330 5-year-old Neo Plan coaches, half the transmissions had to be replaced as a result of a design flaw. Due to the defunct of the Neo Plan Company, maintenance of transmissions was redirected to Muni's Maintenance shop for design correction.

   119 wheelchair lifts incidents were reported in 2005. Not all incidents were actual defective wheelchair lifts; some were adjustments.

   Comments and Questions from the EMSC

   Steve Ferrario:

   The Executive Director, Mr. Ford, was very interested in maintenance. The EMSC would like a maintenance plan for diesels and trolleys to present before the MTA Board for funding. Mr. Ferrario invited Mr. Gee for July's EMSC meeting with a packaged plan, including NABIs, Neo Plans, and also including Muni Engineering.

6. **Cable Car Maintenance:** (discussion/Action) John Sodorra

   Mr. Sodorra was not available to present this item

7. **DPT Maintenance – Traffic Signal Equipment, Parking Meter, etc.:** (Discussion/Action) Bond Yee (DPT Director), Peter Rubin (Director of Operations), Toni Coe (Manager – Sign Shop), George Basley (Manager – Signal Shop), George Reynolds (Parking Meters), Ed Collins (Traffic Marketing), and Jack Fleck (City Traffic Engineer)

   Mr. Yee opened by introducing staff from various DPT divisions and provided an overview of various maintenance functions, developments, as well as the effects of Budget cuts within DPT division, such as the Sign Shop, Signal Shop, Parking Meter Shop, and Paint.

   Effects of Budget cuts had affected the ability to do preventative maintenance. It had, as an example, slowed down restoration progress for many DPT signs that had been bleached by the sun, or covered by nearby growing trees, as well as graffiti problems. Of the 2 thermoplastic trucks, the Paint Shop needed to replace one of the trucks, which was purchased in 1984.

   Questions and Comments from EMSC

   How would someone go about cleaning graffiti from parking meters? Response: Call DPT for appropriate cleaning or replacement of meters and signs; applying personal cleansers could cause other problems. Also "28 Clean" would respond to graffiti problems by forwarding the requests to DPT for follow-up.

   Traffic signals for some major streets had not yet been upgraded with pedestrian countdown signals. Response: 700 count down signal intersections thus far operate throughout the city, as these were the easiest to update. However, older signal lights installed during the 1940's and 50's were delayed due to their outdated conduit limitations

or having no conduit available to support countdown fiber wiring. Obtaining funding for a major street light replacement project would be required for providing countdown signaling in areas with old signals.

Some parking meters had been upgraded to pay by cell phone in a lot test. Response: Multi space meter devices and cell phone subscription services were being tested and developed for cell phone payments.

Would there a possible future for Credit Cards of Bank Debit cards used for paying meters? Response: Technology was being developed; allowing people to pay in different ways would give them options. People don't always have a lot of coins available to feed meters.

8. **Committee Members' Questions/Information Requests (Discussion):**

   No questions at this time.

9. **Schedule Upcoming Meetings and Agenda Items:**

   Next regular meeting: April 12, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

   - Tunnels and Security for Embarcadero, West Portal, Eureka, and Duboce – Robert Hertan
   - Rebuilding of the facility for Eureka Street and Duboce Avenue tunnels – John Funghi

10. **Adjournment:** 5:27 p.m.

Attachments:

Agenda Item 2 –
Minutes of January 8, 2006

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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2.	**Public Comment**	3:03
3.	**Adopt Minutes of February 8, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Maintenance – Onetime Only Federal Fund** - (Discussion/ Action)	3:20
6.	**Muni Metro Tunnel Security for Embarcadero, West Portal, Eureka, and Duboce Portals** – Robert Hertan. (Discussion/ Action)	3:50
7.	**Rebuilding of the facility for Eureka Street and Duboce Avenue tunnels** – John Funghi. (Discussion/ Action)	4:20
8.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, May 10, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
10.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)
- Security on Metro system tunnels
  Embarcadero
  West Portal
  Eureka & Market
  Deboce (Removal of fence)
- Maintenance Budget

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:08 p.m., Wednesday, April 12, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

   EMSC Members absent at Roll Call:

   EMSC Absent: Bruce Oka.

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Scott Heugly (MTA Security), and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Edward Mason observed that LED pattern traffic signal lights were burning out. He suggested that San Francisco look into Santa Clara's traffic lighting system designed using circular pattern style lighting that had a 10-year life capacity.

3. **Adopt Minutes of March 8, 2006:**
   Motion to adopt the March minutes by Steve Ferrario.
   2nd by Dan Weaver
   EMSC passed unanimously (Ayes – Weaver, and Ferrario)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Local artist may be commissioned to participate in programs that may result in curtailing graffiti.

The general number for DPT listed in the 2005 SBC directory had changed to 415-701-4500 when DPT moved in December 2005.

5. **Maintenance – Onetime Only Federal Fund:** (Discussion/Action) Fred Stephens

   Mr. Stephens was not available for this topic.

   Mr. Weaver spoke with Monique Webster regarding the $20 million onetime fund. She would look into the fund, but she believes it would apply to Muni's FY 2007-2008 budget year, half towards Breada cars with the remaining unallocated portion for Muni budget.

6. **Muni Metro Tunnel Security for Embarcadero, West Portal, Eureka, and Duboce Portals** (Discussion/Action) Scott Heugly

   Mr. Heugly gave a brief overview of security at Metro tunnels and security audits. Muni's Security needs more police officers.

   Public Comment

   Edward Mason cited the example in which Santa Clara VTA hired its own sheriff with personnel. Response: A good idea, although politics along with other legal and union issues would be a major concern. MTA police units would then be dedicated to transit business.

7. **Rebuilding of the facility for Eureka Street and Duboce Avenue tunnels** (Discussion/Action) John Funghi

   Mr. Funghi was unavailable for this topic.

   Steve Ferrario distributed copies of a report, Muni – Eureka Portals Alternatives Study, dated November 14, 2003.

8. **Committee Members' Questions/Information Requests:** (Discussion)

   No questions at this time.

9. **Schedule Upcoming Meetings and Agenda Items:**

   Next regular meeting: May 10, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

   - Maintenance 1x only Federal Fund – Monique Webster
   - Rebuilding of the facility for Eureka Street and Duboce Street tunnels – John Funghi
   - 3rd Street opening
   - Geneva car shed project – current contract status and project start date

10. **Adjournment:** 4:33 p.m.

Attachments:
Agenda Item 7 –
Eureka Portal Alternatives Study – November 14, 2003

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, May 10, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, May 10, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of March 8, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Subway and Facilities Security Policy** – Robert Hertan and Brian Cunningham, gates and need more security guards (Discussion/ Action)	3:20
6.	**3rd Street Opening** – John Funghi. (Discussion/ Action)	3:50
7.	**Rebuilding of the facility for Eureka Street tunnel portals** – John Funghi. (Discussion/ Action)	4:10
8.	**Geneva Car shed project** – John Funghi (Discussion/Action)	4:30
9.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, June 14, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
11.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)
- Security on Metro system tunnels
  Embarcadero
  West Portal
  Eureka & Market
  Deboce (Removal of fence)
- Maintenance Budget

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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FINAL MINUTES
of
Regular Meeting

Wednesday, May 10, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:02 p.m., Wednesday, May 10, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

   EMSC Members absent at Roll Call:

   EMSC Absent: Bruce Oka.

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Robert Hertan (Security), Brian Cunningham (Security), Drew Howard (Acting Project Manager – 3rd Street LRV), Ha Nguyen (Project Manager - Geneva Yard Canopy), Shannon King (Project Engineer), and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: None

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

3. **Adopt Minutes of April 12, 2006:**
   Motion to adopt the April minutes by Steve Ferrario.
   2nd by Dan Weaver
   EMSC passed unanimously (Ayes – Weaver, and Ferrario)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Subway and Facilities security Policy:** Robert Hertan and Brian Cunningham

   Mr. Hertan gave a brief an overview of portal security.

Mr. Cunningham reviewed security operations.

6. **3rd Street Opening:** (discussion/Action) Drew Howard

The general overall start-up committee had been established, which included various division representatives from the MTA (Muni and DPT), such as, construction, maintenance, operations, labor, communications, systems safety, all of which were supported by sub committees, such as, Safety and Security start-up sub-committee, Training sub-committee, and a Testing sub-committee. Ashish Patel would be the new project manager effective May 23, 2006. The 3rd Street project was 95% completed (not including the Metro East maintenance and operation facility). The Platform segment (J), which also included special systems and integrated systems/signaling throughout the alignment, was in its final stages towards completion. After July 1, 2006 Operations would soon start operator and system wide training.

Dan Weaver asked:

When would Revenue service begin? Response: Service was targeted to commence between Winter 2006 to early 2007. This new "T" line would replace the 15 Third Street bus running along Third Street, but there would be the 15X bus running between City College and Sunnydale (replacing the 9X), then continuing on the freeway to downtown Bryant Street running between 7th and 4th streets to Downtown and North Beach areas.

Fare machines? Response: Though infrastructure was in place, fare machines were deleted until a future time. The narrowness of 3rd Street, did not lend room for platforms large enough for both fare machines and disabled assessability access, except at the center platforms.

The role of Muni Metro East? Response: Upon its completion in 2008, housing of vehicles for the 3rd Street alignment, also relieving overcrowding at Metro Green. In the interim a satellite yard on the tracks on King Street west of 5th Street would be used. No additional tracks would be added but would be able to store up to 22 vehicles. Due to budget, however, purchase and installation of some maintenance equipment would be temporarily scaled back until more funding became available.

Steve Ferrario asked:

An update on the loop at 18th, 19th, and Illinois streets? Response: The Conceptional Engineering Report was in the final stages. The Port does not currently access the area north of 18th Street. While elimination of the track would proceed, there would be room left to allow future laying of tracks leading to piers 48 and 50 for the Port's use.

C1 work car used for testing 3rd Street tracks? Response: C1, under its own power, was used from Donner to Sunnydale streets during year 2005. It was used between 4th and King streets and Cargo Way. Breda cars would be tested next.

New train-identification roll signs for the Bredas to include "T" line? Response: Mr. Howard saw an E-mail referencing the authorization to order signs for Bredas, but he did not have any information regarding new signs for other fleets.

7. **Rebuilding of the facility for Eureka Street tunnel portals:** (Discussion/Action) John Funghi

   Mr. Funghi was not available for this item.

8. **Geneva Historic Canopy Project:** (Discussion/Action) Ha Nguyen – Project Manager Geneva Yard Canopy, and Shannon King (Project Engineer)

   Ms. Nguyen distributed the "Geneva Historic Streetcar Enclosure" handout and gave an overview of the future project.

   Dan Weaver asked for an explanation for the termination route of the "M" line at the Geneva yard. Discussion.

   Steve Ferrario asked:

   Was the source funding dedicated "only" to the Geneva Historic Streetcar Project? Response: Yes. Mr. Ferrario recalled that 10 years ago that this very project's estimated cost was less than half of a million dollars and at this point of delay the estimated cost had since grown to over $4 million and still growing. Mr. King responded that the project experienced many set backs such as the site being declared a land mark, thus changing from the planned low estimated butler design, requiring time for review by both the Arts Commission and the review of the Landmark Review Advisory Board, adding unanticipated permits, ADA requirements, and culminating in stopping the project due to running out of money during the year 2002. As a Design Build project, Muni with its experts in overhead and electrical design, would be able to control the construction process.

   Since there were more tracks than this project covered, would there be any requirements to insure future buildings would match the first build? Response: As a Modular Building, the design itself would be preserved. The build would start with the first 6 tracks, followed by the same type of construction for the remaining 8 tracks.

   Would these structures be seismic ready? Response: Consultants must be properly registered to signoff on the drawings. The designs would then be submitted to Department of Building Inspection.

   Mr. Ferrario expressed disappointment and frustration regarding years of lengthy delays, leaving the many highly valued one-of-a-kind Historic Cars and PCCs exposed to the erosive effects of harsh weather.

9. **Committee Members' Questions/Information Requests (Discussion):**

   No questions at this time.

10. **Schedule Upcoming Meetings and Agenda Items:**

    Next regular meeting: June 14, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

    - Integration of Tech Systems at Central Control (combining Alcatel, NextBus, ATCS, Central Control, and DPT systems) – Debra Denison (June)

- Muni Security – How have past grants been spent and proposed plans – Robert Hertan (June)
- Tunnels and Security for Embarcadero, West Portal, Eureka, and Duboce – Robert Hertan (June)
- Islais Creek – John Funghi (June)
- Rebuilding of the facility for Eureka Street and Duboce Street tunnels – John Funghi (June)
- DPT Site Visit – Janet Michaelson (June)
- Bus Fleet Overhaul – John Gee (July)
- NextBus – John Funghi (July)
- 3rd Street update – Drew Howard (July)

11. **Adjournment:** 4:44 p.m.

Attachments:

Agenda Item 2 –
Minutes of April 12, 2006

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Notice of Site Tour Meeting and Agenda
for
Wednesday, June 14, 2006 at 2:00 p.m.

S. F. Go
25 Van Ness Avenue, Room 210
San Francisco, California

94325
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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Site Tour Meeting

Wednesday, June 14, 2006 at 2:00 p.m.

S. F. Go
25 Van Ness Avenue, Room 210
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	2:00
2.	**Public Comment**	2:03
3.	**Site Tour** (Discussion/Action)	2:05
4.	**Adjournment**	2:45

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Disability Access

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Site Tour of SF-Go

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Wednesday, June 14, 2006 at 2:00 p.m.
25 Van Ness Avenue, Room 210
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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 2:10 p.m., Wednesday, June 14, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Bruce Oka.

   EMSC Members absent at Roll Call: Steve Ferrario arrived at 2:45 p.m.

   EMSC Absent: None

   MTA CAC Members, not on this committee, but also present: Joan Downey, Daniel Murphy, and Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Cheryl Liu, (MTA SF Go Program Manager), Ramon Zamora (MTA SF Go Engineer), Annette Williams (Accessability Services) and Jamie Osborne (Accessability Services).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

3. **Site Tour:** Cheryl Liu, (MTA SF Go Program Manager)

   Learning from technology experiences of Los Angeles and San Jose, SF-Go is the City's new Integrated Traffic Signal (ITS) system led by the Department of Parking and Traffic (DPT). Phases of the project will be implemented over the next five years, utilizing Ethernet over Fiber, traffic and video cameras, and coordinating 1200 traffic signals citywide. Travelers can expect signals that respond to the actual volume of traffic, and faster response by City personnel deployed to clear problem areas. Real-time information on travel conditions could already be seen on signs along San Francisco freeways and the Bay Bridge. This program

complements San Francisco's Transit First Policy by helping to preserve and enhance the City's alternate modes of transportation.

4. **Adjournment:** 3:00 p.m.

Attachments:

Agenda Item 3 –
SF-Go Overview

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EMSC June 14, 2006, agenda and notice

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, June 14, 2006 at 3:00 p.m.
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San Francisco, California

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Council Members not members of this Committee:
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(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, June 14, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of May 10, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Integration of Tech Systems at Central Control** (combining Alcatel, NextBus, ATCS, Central Control, and DPT systems) - Debra Denison (Discussion/ Action)	3:20
6.	**Muni Security - How have past grants been spent and proposed plans** - Robert Hertan (Discussion/ Action)	3:50
7.	**Rebuilding of the facility for Eureka Street tunnel portals** – John Funghi. (Discussion/ Action)	4:10
8.	**Islais Creek** - John Funghi (Discussion/Action)	4:30
9.	**Committee Members' Questions/Information Requests** (Discussion)	3:50
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, July 12, 2006, 1 South Van Ness Avenue, Conference Room	4:55

	3075 at 3:00pm.	
11.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:

· Alternative Fuel Pilot Program (AFPP)

· Third Street Light Rail Project

· N-Judah

· Municipal Railway Headquarters

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Potential Discussion Topics:

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· Report on Central Subway

· Bus Rapid Transit (BRT) (Geary)

· T3 Presentation to the Council and MTA CAC Interaction

· Ocean Avenue Traffic Alignment Plans

· Muni's Input Into the Spending Plan for Proposition B Reauthorization

· Sectionalization of Overhead for Metro Subway Service

· Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)

· Security on Metro system tunnels
Embarcadero
West Portal
Eureka & Market
Deboce (Removal of fence)

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

Wednesday, June 14, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:15 p.m., Wednesday, June 14, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka.

   EMSC Members absent at Roll Call:

   EMSC Absent: Bruce Oka departed at 4:00 p.m.

   MTA CAC Members, not on this committee, but also present: Joan Downey, and Daniel Murphy

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), and John Funghi (MTA Project Manager - Construction).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**
   None.

3. **Adopt Minutes of May 10, 2006:**
   Motion to adopt the May 2006 minutes by Steve Ferrario.
   2nd by Bruce Oka
   EMSC passed unanimously (Ayes – Weaver, Oka, and Ferrario)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Integration of Tech Systems at Central Control:** (Discussion/Action) Debra Denison (MTA Sr. IT Manager)

   Item would be continued at July '06 meeting.

   Comments and Questions from the EMSC

   Joan Downey:

   Central Control was neither centralized nor in control. Decision-making came from divisions other than Central Control. NextBus technology was not running on any of the displays, including for Cable Car. SF-Go was a better-equipped alternative to monitoring the city's transit systems.

   Daniel Murphy:

   SF-Go dynamically was designed for when things go wrong, disasters, etc. In the cases of emergency, essential services such as DPT, Muni, and SFPD, did not have a clear decision making process, be it the executive director or the mayor. Ideally Central Control and SF-Go should be centrally located at MTA headquarters with the decision makers.

   Steve Ferrario:

   Long-term planning should include a satellite location as a safety backup to the operations at the headquarters location.

   Motion: The MTA CAC recommends that the MTA Board develop a decision-making protocol for SF-Go and Muni Central Control operations and to coordinate with the City and County of San Francisco emergency response protocols; and identify staff empowered to make decisions about dynamic integrated responses to adverse traffic and transit conditions identified with the use of MTA's new information infrastructure. The MTA CAC further recommends that the MTA relocate and integrate Muni Central Control and SF-Go at the MTA Headquarters at One South Van Ness Avenue to facilitate integration of operations.
   EMSC passed unanimously (Ayes – Weaver, Oka, and Ferrario)

6. **Muni Security – How have past grants been spent and proposed plans:** (discussion/Action) Robert Hertan

   Item would be continued at July 2006 meeting.

7. **Rebuilding of the facility for Eureka Street tunnel portals:** (Discussion/Action) John Funghi

   The portal was originally built as a temporary construction entrance for BART. Mr. Funghi distributed the MUNI – Eureka Portals Alternative Study (2004). Once a phase plan could be developed to implement a list of needed improvements, the study could then be used to prioritize funding from the MPC and the CTA. The project could probably also qualify for funding through Subway Infrastructure Improvements. Dan Weaver added that the project also might qualify for funding through FEMA.

   Steve Ferrario:

The portals have proven useful in the past and should be repaired, upgraded and maintained as permanent facilities. 2 years had passed since the 2004 study; delays would further advance problems and deterioration.

Motion: The MTA CAC recommends that the Conceptual Engineering Report proposed for the Eureka Portals area be undertaken as quickly as feasible. The structural integration of the subway, where the Twin Peaks Tunnel joins with the Market Street Subway, should be evaluated as part of this Conceptual Engineering Report (CER).

EMSC passed unanimously (Ayes – Weaver, and Ferrario)
Mr. Oka departed before the vote.

8. **Islais Creek:** (Discussion/Action) John Funghi

The Islais Creek would be an 8.78-acre rubber tire facility that would house MTA's alternative fuel vehicles, approximately 165 forty-foot coaches, with its own operations and maintenance building. Over the years, several parcels of land were purchased, mainly from the Public Utilities Commission. Final purchases of Cal Trans property had been delayed over the years due to price conflicts between the City of San Francisco and Cal Trans over the value of the property. Assessment problems included, flooding of the land some 5 times per year, 80 feet of young mud laying beneath its initial crust that was subject to further settling, as well as toxins from a former industrial facility. Due to the purchase delay, there were concerns expressed by the FTA that the grant money, which was set aside for construction, was not being used in an expeditious manner.

Dan Weaver:

How would buildings be structurally designed to handle the bay mud problem? Response: The structures would use pre-cast piles, which would be pushed down below the 80-foot level to rest on native hard.

Dan Murphy:

Operationally would it be necessary to bring Islais Creek online before the Kirkland facility? Response: Yes. Islais was specifically designed to handle safety issues associated with Lighter-than-Air fuel used by hybrid vehicles.

Had there been an operations impact for buses heading deadhead to their origin point? Response: Kirkland had 3 bays for minimal repairs, but Woods was better equipped for maintenance work. However, operating costs involving deadheading still were being studied to understand the additional burden on the budget.

Public

Edward Mason:

Several years ago Mr. Mason heard about plans to construct residential condominiums across the street. Response: Mr. Funghi had seen an array of plans for that spot, including a plan from the PUC to expand the sewage plant. Due to the toxic history of the area, it

seemed highly unlikely since would be a very expensive undertaking to make it suitable for residential occupancy.

What was the delivery date for the new buses? Response: Estimated by year 2010, when the Islais facility would online.

9. **Committee Members' Questions/Information Requests:** (Discussion)

No questions at this time.

10. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: July 12, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Integration of Tech Systems at Central Control: Debra Denison
- Muni Security – How have past grants been spent and proposed plans: Robert Hertan
- Rubber Tire Maintenance: Don Gee
- Operators Inattentive to Duties – Cell phones and newspapers: Jim Kelly

Alternative Topics

- Yoke Repair
- Historic Street Cars – Major Rebuild: Kristen Magarey
- Facility Maintenance: Ted Aranas (August)
- One Time Only Federal Maintenance dollars
- Revisit the 2004 Resolution to Paint and Update Lighting in Montgomery and Trash Receptacles, Powell and Civic Center metro stations.

11. **Adjournment:** 5:12 p.m.

Attachments:

Agenda Item 2 –
Minutes of May 10, 2006

Agenda Item 7 –
MUNI – Eureka Portals Alternative Study (2004)

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, July 12, 2006 at 3:00 p.m.
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San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, July 12, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of June 14, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:10
5.	**Muni Security - How have past grants been spent and proposed plans** - Robert Hertan (Discussion/ Action)	3:15
6.	**Rubber Tire Maintenance Update** – Don Gee (Discussion/Action)	3:40
7.	**Facilities Maintenance Update** – Ted Aranas (Discussion/Action)	4:05
8.	**Historic Street Cars – Major Rebuild** – Kerstin Magary (Discussion/Action)	4:30
9.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, August 9, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
11.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)
- Security on Metro system tunnels
  Embarcadero
  West Portal
  Eureka & Market
  Deboce (Removal of fence)
- Maintenance Budget

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Wednesday, July 12, 2006 at 3:00 p.m.
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1. **Call to Order / Roll Call** (Agenda Item 1). Without a quorum, the regular meeting of the Engineering, Maintenance & Safety committee (EMSC) started as an informational meeting at 3:25 p.m., Wednesday, July 12, 2006. Steve Ferrario opened the informational session until a quorum was met at 4:10 p.m. upon the arrival of Daniel Weaver (Chair) after Item #6.

   EMSC Members Present at Roll Call: Steve Ferrario.

   EMSC Members absent at Roll Call: Daniel Weaver (Chair) (arrived at 4:10 p.m.), and Bruce Oka (arrived at 4:25 p.m.).

   EMSC Absent: None

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Robert Hertan (MTA Security), Scott Heugly (MTA Public Safety – Field Operations), and Ted Unaegbu (MTA Grants Manager), Ted Aranes, (MTA Acting Sr. Operations Manager for Infrastructure Maintenance), Kirsten Magary (MTA Sr. Project Manager), and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: None

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

3. **Adopt Minutes of June 14 2006:**
   Motion to adopt the June minutes by Steve Ferrario.
   2nd by Bruce Oka
   EMSC passed unanimously (Ayes – Weaver, Ferrario, and Oka)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Muni Security – How have past grants been spent and proposed plans:** (Discussion/Action) Robert Hertan, Scott Heugly, and Ted Unaegbu

   Mr. Hertan distributed and reviewed reports on grants and expenditures.

6. **Rubber Tire Maintenance Update:** (discussion/Action) Don Gee

   Mr. Gee was expecting to receive cost estimates from Fleet Engineering for Nabis, Neo Plans, and ETIs during August 2006.

7. **Facilities Maintenance Update:** (Discussion/Action) Ted Aranas

   Mr. Aranas expressed appreciation for the EMSC recommendation passed by the MTA CAC that resulted in 2 gardener requisitions filled during November/December 2005. Weekly mowing, gardening maintenance, as well as facility beautification projects were in progress.

   Looking at concerns regarding substation platform lighting, Mr. Aranas would check if a design for lighting improvements could be included in the current lighting/energy efficiency project. As a safety issue, Mr. Ferrario suggested checking into Security funding to fund a better substation lighting design solution.

   Mr. Weaver pointed out areas of attention such as cleaning key stop. The non-landscaped area of the Greene facility near San Jose Street, Geneva and Ocean avenues needed sprucing with plants.

   Mr. Weaver asked what other positions on the Facilities Maintenance staff would work on outside projects besides gardeners? Response: The staff included laborers, custodians, painters, and stationary engineers. Another requisition for a third gardener was needed in anticipation of the T line opening.

   Maintenance seriously needed to replace worn equipment of which some was over 20 years old. Mr. Aranas would be putting together a report on equipment inventory for the EMSC review in August 2006.

8. **Historic Street Cars – Major Rebuild:** (Discussion/Action) Kristen Magary

   Ms. Magary distributed and reviewed "MTA's 7 Projects for the Historic Streetcar Fleet" handout.

   10-year overhaul 15 to 17 PCCs for 20-year life, a new program, using FTA plus local funding, would also eligible for federal funding. Funding had become available for Scepter cars and the first specs were ready. Ms. Magary expects Historic Street Cars to be an item topic on the MTA Board calendar in August or September 2006.

9. **Committee Members' Questions/Information Requests (Discussion):**

   No questions at this time.

10. **Schedule Upcoming Meetings and Agenda Items:**

    Next regular meeting: August 9, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Mr. Aranas would be putting together a report on equipment inventory for the EMSC review in August 2006.
- Don Gee – Rubber Tire Maintenance
- Tom Wai - Track

11. **Adjournment:** 5:27 p.m.

Attachments:

Agenda Item 2 –
Minutes of January 8, 2006

Agenda Item 5 –
MTA UASI & State HLS Grant Awards and Expenditure

Agenda Item 8 –
MTA's 7 Projects for the Historic Streetcar Fleet

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice
Regular Meeting for
Wednesday, August 9, 2006 at 3:00 p.m.

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City & County of San Francisco
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Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
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Thursday, September 21, 2006 at 3:00 p.m.
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Members:
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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Thursday, September 21, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 7040
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of July 12, 2006** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion/ Action)	3:07
5.	**Track** – Wai Tom (Discussion/ Action)	3:10
6.	**Rubber Tire Maintenance Update** – Don Gee (Discussion/Action)	3:30
7.	**Facilities Equipment Update** – Ted Aranas (Discussion/Action)	3:50
8.	**Audible Traffic Signals** – Frank Markowitz	4:10
9.	**STA funds** – Marisa Espinosa	4:30
10.	**Committee Members' Questions/Information Requests** (Discussion)	4:50
11.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, October 11, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
12.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

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- Alternative Fuel Pilot Program (AFPP)
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- Municipal Railway Headquarters

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  Duboce (Removal of fence)
- Maintenance Budget

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

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Wednesday, September 21, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 7040
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:07 p.m., Wednesday, September 21, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Steve Ferrario.

   EMSC Members Present, but absent at Roll Call: Bruce Oka (arrived at 3:20 p.m.)

   EMSC Absent: None

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: T.J. Lasang (MTA Fleet), Elson Hao (MTA Fleet), Wai Tom (MTA), Leo M. Martinez (MTA), Debra Reed (MTA CAC Secretary).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None

3. **Adopt Minutes of July 12, 2006:**
   Motion to adopt the July minutes by Dan Weaver.
   2nd by Steve Ferrario
   EMSC passed unanimously (Ayes – Weaver, and Ferrario)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Track** – Wai Tom and Leo Martinez (Discussion/ Action)

Mr. Weaver expressed concern about cleaning at key stops. Response: the Track crew was responsible for the cleaning the track areas, not the passenger platform areas. There were some issues regarding jurisdiction whether DPW or other agencies were responsible for cleaning and maintaining platforms. Some of the shelters, such as those along the Embarcadero to King Street, were maintained by CBS Outdoor, an advertising company, which would include the 5-feet radius surrounding the structure and associated furniture.

Mr. Weaver distributed a report that he had prepared - Muni Metro Platform Areas fc (foot candle lighting measurement) table. The table reported light meter readings at a number of Muni Metro stations from Embarcadero to Church Street. Using the BART standard of 15fc at platform edge, several Metro stations have substandard lighting in the Muni boarding platform areas. He suggested that Metro stations, such as the Embarcadero, Montgomery, Powell, Civic Center stations, were in need of cleaning, painting and better lighting. Carbon soot had accumulated around the florescent light fixtures, particularly at Civic Center Station. All the stations needed cleaning.

Mr. Weaver asked about projects in need of funding. Response: Rail replacement. Several worn rails were reported throughout the system. Engineering drained a large portion of funds from rail projects for designing purposes.

Comments and Questions from the EMSC

Steve Ferrario:

Mr. Ferrario pointed out that there were multiple Muni properties without any one claiming maintenance responsibility. There should to be a system-wide contact established for the upkeep of these properties.

To often simple and moderately priced projects are delayed in the Engineering and Design departments resulting in growing expenses.

Dan Weaver:

Muni Metro platform areas beyond the 5 ft shelter radius on city streets other than the Embarcadero, King Street and 3rd Street, however, are not maintained. It is important to establish a responsible city agency and to set-up a maintenance program for these platform areas.

Public Comment

Edward Mason commented that he was surprised that some the tracks that were laid just 5 years ago were worn already. Response: Breda vehicles are heavier that streetcars, resulting in early ware, especially in turn areas.

6. **Rubber Tire Maintenance Update** – Elson Hao and T.J. Lasang (Discussion/Action)

From the MPC's 14-year replacement plan, 45 NABIs purchased in year 1999/2000 will be approaching midlife in January 2007. A safe guess for midlife NABI overhaul would be $6 million.

A combination of 329 40-foot and 60-foot Neo Plans purchased in 2002 will approach midlife in 2008. No midlife Neo Plan overhaul estimate was available yet due to some manpower issues.

The EMSC requested a realistic estimated cost for NABI midlife overhaul in order to submit the request for funding in time for the upcoming MTA budget planning.

7. **Facilities Equipment Update** – Leo Martinez (Discussion/Action)

   Mr. Martinez reported on ADA ramps and chair lifts at platforms along Market Street.

   The EMSC was asked by the full CAC to propose a plan for expending the windfall STA funds on capital projects that focus on visible improvements and passenger amenities. Mr. Martinez suggested that some of the STA funds could be used towards ADA improvements. See motion for item #9.

8. **Audible Traffic Signals** – Frank Markowitz

   Mark Markowitz was not available for this item

9. **STA funds (State Transit Assistance Funds)** – Marisa Espinosa

   $33 million STA funds. Marisa Espinosa was not available for this item. Mr. Weaver had MTA Secretary Debra Reed prepare a report for consideration - History of MTA CAC recommendations regarding Capitol projects passed in years 2000 to 2006.

   Mr. Weaver reviewed a list of past CAC recommendations and made the following suggested list:

   1. Count-down signals in 2 years
   2. Audible signals
   3. Bomb resistant trash containers
   4. Vehicle cleaning equipment
   5. Pedestrian friendly key stops
      a. Phelan Loop
      b. Relocate stop at lower Geneva Avenue to Howth Street
      c. Clean, paint, and relight Metro stations as necessary
      d. NextBus (NextMuni) signs at all key stops not yet funded
      e. Fund current overhaul fleet maintenance – NABI rubber tire buses
      f. Replace irrigation system and landscape as needed at Greene and Geneva

   Steve Ferrario's suggested list was as follows:

   1. $11 million for 3rd Street over-runs and capital additions
   2. $11 million for Muni-Metro interior stations (cleaning, relighting, re-baluster and station entrance gates)
   3. $11 million divided as follows:
      a. $2 million for ADA chair-lifts on NABIs and/or at 5 mechanical lift stations in the Metro system
      b. $6 million for NABIs half-life retrofits

c. $3 million for passenger improvements at City College and/or other key stops to encourage evening and bad weather use of Muni Metro in the city

The EMSC would like to see an accountability report of how the STA funds would finally be spent.

Motion: The MTA CAC recommends that the MTA use the State Transit Assistance STA windfall dollars be used for one-time capital funding only and not for operating budget.

The MTA CAC further recommends that the State Transit Assistance windfall dollars for the following projects:

1. $11 million for 3rd Street budget over-runs and capital additions
2. $11 million for Muni-Metro interior stations (cleaning, repainting, re-lamping, relighting to meet standards, re-baluster, as well as replacing station entrance gates)
3. $11 million divided as follows:
   a. $$6 million for NABI half-life retrofits
   b. $2 million for ADA chair-lifts on NABI buses and/or at 5 mechanical lift stations in the Metro system
   c. $3 million for passenger improvements at City College and/or other key stops to encourage evening and bad weather use of Muni Metro in the City.

The MTA CAC recommends in summary that the spending of these dollars should be for improvements that passengers can see and benefit from. The MTA CAC requests a report on specific expenditure plans as they are developed.

Motion to adopt this proposed STA windfall expenditure plan made by Bruce Oka.
2nd by Steve Ferrario
EMSC passed unanimously (Ayes – Weaver, Ferrario and Oka)

10. **Committee Members' Questions/Information Requests (Discussion):**

No questions at this time.

11. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: October 11, 2006, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- NABI overhaul update – Don Gee
- Rohan Carter to talk about the Breda half-life overhaul, specifically reporting on the $20 million
- Audible Traffic Signals Countdown – Frank Markowitz

12. **Adjournment:** 4:55 p.m.

Attachments:

Agenda Item 2 –
Minutes of July 12, 2006

Agenda Item 5 –
Muni Metro Platform Areas fc table – prepared by Dan Weaver

Agenda Item 9 –
A history of MTA CAC recommendations regarding Capitol projects 2000 to 2006.

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, October 11, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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12.	**Adjournment**	5:00

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Notice of Regular Meeting and Agenda

Rescheduled for

Wednesday, October 19, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

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Thursday, October 19, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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final

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:10 p.m., Thursday, October 19, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario and Bruce Oka.

   EMSC Members Present, but absent at Roll Call: None

   EMSC Absent: None

   MTA CAC Members, not on this committee, but also present: Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Patty DeVlieg, Don Gee, Henry Kim, Mark Markowitz, and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Edward Mason reported a NextBus sign by SF State College needing repairs

3. **Adopt Minutes of September 21, 2006:**
   Motion to adopt the September minutes by Bruce Oka.
   2nd by Steve Ferrario
   EMSC passed unanimously (Ayes – Weaver, Ferrario and Oka)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **NABI Overhaul Update** (Discussion/ Action) Don Gee

The CAC had been looking for projects that could benefit from the STA fund.

The EMSC discussed wheelchair lifts, NABI buses, ETI buses. Mr. Gee will forward the NABI overhaul estimate and a line item for a half-life estimate for wheelchair lifts for review at the November EMSC meeting.

6. **Breda half-life overhaul, specifically reporting on the $20 million** (Discussion/ Action) Carter Rohan

   This item was rescheduled for the EMSC meeting scheduled for November 8, 2006.

7. **Audible Pedestrian Signals** (Discussion/ Action) Frank Markowitz

   Bruce Oka was interested in a report he could discuss with the organization Light House for the Blind. Mr. Markowitz reviewed various noise and vibration technology available for pedestrian signals for visual and hearing impaired.

   Mr. Ferrario asked about identified funding for installation. Response: Some funds were available though limited from Proposition K Transportation Sales Tax and from the 3rd Street Project fund. The Mayor's office of Disability was searching for additional funding.

8. **NextMuni – Update** (Discussion/ Action) Henry Kim and Patty DeVlieg

   Mr. Weaver was concerned about problems with installation of NextMuni for all key Metro stops based on a list of limited proposed NextMuni locations. Mr. Kim reviewed installation progress and obstacles. Ms. DeVlieg reviewed various alternative power sources and limitations that had been considered for island platforms.

   The EMSC will continue this item at November's meeting to discuss adding more key stops to the list of proposed NextMuni locations.

   Public Comment

   Mr. Mason reported mismatched displays at SF State college location.

9. **ATCS – The Muni Metro Train Control System** (Discussion/ Action) Patty DeVlieg

   Ms. DeVlieg discussed developments and features of Automatic Train Control System (ATCS). Ms. DeVlieg discussed how the September 2005 closeout amendment for 22 items related to availability and reliability for the system in place.

   An RFP was being developed for an expert in radio communications to develop specs to procure a replacement voice-data radio communication system in order for Central Control to communicate better with multiple vehicles modes.

   Public Comment

   Mr. Mason reported mismatched displays at SF State college location. Response: During rush hours, the older systems have latencies problems that are scheduled for replacement when funding is available.

10. **Committee Members' Questions/Information Requests (Discussion):**

    No questions at this time.

11. **Schedule Upcoming Meetings and Agenda Items:**

Tentatively Scheduled Next Regular Meeting: Wednesday, November 8, 2006, 1 South Van Ness Avenue, Conference Room 3075 at 2:45 p.m.

- Breda half-life overhaul, specifically reporting on the $20 million - Carter Rohan
- Budget Issues concerning projects specific to EMSC – Sonali Bose (The recommendation for STA funds)
- Non-Moving Stock Maintenance Program (Landscaping, Cleaning and Maintenance of Key stops, and estimate to refurbish Metro stations) – Ted Aranas
- Estimate to re-track Carl and Cole streets from sunset tunnel – Wai Tom (General estimate of his priority projects and how much to get done)
- Status of installation for NextMuni (Discussion/ Action) Flexibility to add key stops to the list, Henry Kim and Patty DeVlieg
- Significant Events – Pacifico Paculba (May 2007)

12. **Adjournment:** 5:52 p.m.

Attachments:

Agenda Item 2 –
Minutes of September 21, 2006

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, November 8, 2006 at 2:45 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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11/8/06

Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, Dorris Vincent, and Jamison Wieser.
(1 Vacancy)

Notes:

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1 South Van Ness Avenue, 7th Floor – San Francisco, CA 94103-5417
☎(415) 701-4666 FAX (415) 701-4502

Disability Access

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Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils, and other agencies of the City and County exist to conduct the peoples' business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the peoples' review.

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, November 8, 2006 at 2:45 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	2:45
2.	**Public Comment**	2:48
3.	**Adopt Minutes of October 19, 2006** (Discussion/ Action)	2:51
4.	**Report of the Chair** (Discussion/ Action)	2:55
5.	**Breda Half-life Overhaul, Specifically Reporting on the $20 Million** (Discussion/ Action) Carter Rohan	3:00
6.	**Budget Issues and STA Fund Recommendation** (Discussion/ Action) Sonali Bose	3:20
7.	**Status of Installation for NextMuni Displays** (Discussion/ Action) Henry Kim	3:40
8.	**Non-Moving Stock Maintenance Program** (Discussion/ Action) Ted Aranas	4:00
9.	**Estimate to Re-Track Carl and Cole Streets** (Discussion) Tom Wai	4:20
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, 2007, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:40
11.	**Adjournment**	5:00

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Tentative Topics Calendar

Quarterly/Bimonthly Updates:
- Alternative Fuel Pilot Program (AFPP)
- Third Street Light Rail Project
- N-Judah
- Municipal Railway Headquarters

Note: **Quarterly/bimonthly updates should include staff presentations on projects status (segments/phases completed, under construction, and still being planned; funding status including allocations, expenditures and additional funding needs; and identified problems or delays incurred concerning the projects).**

Potential Discussion Topics:

- Breda Engineering Modifications/Design Repair Plan Update (July 2004)
- Report on Central Subway
- Bus Rapid Transit (BRT) (Geary)
- T3 Presentation to the Council and MTA CAC Interaction
- Ocean Avenue Traffic Alignment Plans
- Muni's Input Into the Spending Plan for Proposition B Reauthorization
- Sectionalization of Overhead for Metro Subway Service
- Islais Creek Bus Facility/Land Acquisition and Update on Proposed Functions, Design, Cost and Schedule of the Construction Project (November 2004)
- Security on Metro system tunnels
  Embarcadero
  West Portal
  Eureka & Market
  Duboce (Removal of fence)
- Maintenance Budget

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL MINUTES
of
Regular Meeting

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Wednesday, November 8, 2006 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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incl

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 2:50 p.m., Wednesday, November 8, 2006. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka.

   EMSC Members Present, but absent at Roll Call: None

   EMSC Absent: None

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Janet Martinsen (MTA CAC Liaison), and Debra Reed (MTA CAC Secretary), Sonali Bose, Rohan Carter, Kenneth McDonald, Elson Hao, Patty DeVlieg and Henry Kim.

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None

3. **Adopt Minutes of October 19, 2006:**
   Motion to adopt the October minutes by Steve Ferrario, with correction.
   2nd by Bruce Oka
   EMSC passed unanimously (Ayes – Weaver, Ferrario, and Oka)

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Chair presented no report

5. **Breda Half-life Overhaul, Specifically Reporting on the $20 Million** (Discussion/ Action) Carter Rohan

   Committee discussion with staff participant Carter Rohan.
   No action taken by the EMSC.

6. **Budget Issues and STA Fund Recommendation** (Discussion/ Action) Sonali Bose

   Ms. Bose discussed goals and changes in the budgeting process. She invited the CAC to list 3 top priority items from the CAC's list of needs for funding.

   For the FY06 budget, due to a shorter than expected cash flow and the structural deficit, several line items such as hiring POP officers, the $20 million from FTA, were severely affected.

   Questions and Comments from the EMSC

   Mr. Ferrario highlighted the CAC's 092106.02 recommendation for dispensation of the FY06 STA funds. Response: $25 million of the STA fund of $33 million had already been spent towards the 3rd Street project.

   Mr. Oka asked what is the solution to an on going and growing structural deficit. Response: Any structural deficit is the result of not charging enough for usage or too many expenses. 70% of the MTA budget costs are from labor. Maximizing revenue is needed as well as looking at the structural characteristics.

7. **Status of Installation for NextMuni Displays** (Discussion/ Action) Henry Kim and Patty DeVlieg

   Discussion of Alcatel, ACTS, and various

   Motion The MTA CAC recommends that Muni Metro key stops should have NextMuni signs installed in the 2nd deployment phase.
   EMSC passed unanimously (Ayes – Weaver, Ferrario, and Oka)

8. **Non-Moving Stock Maintenance Program** (Discussion/ Action) Ted Aranas

   Mr. Aranas was not available for this item, however he did forward the following list of accomplishments:

   - Power washing was completed at various key stops.
   - Ceiling washing was taking place at the Montgomery metro station
   - There still was a problem with the theft of garbage receptacles as fast as they are replaced.

   Motion The MTA CAC recommends that the MTA develop and implement regular and comprehensive cleaning and maintenance plans for Muni on-street boarding platforms and all Muni Metro stations.
   EMSC passed unanimously (Ayes – Weaver, Ferrario, and Oka)

9. **Estimate to Re-Track Carl and Cole Streets** (Discussion) Wai Tom

Mr. Tom was not available for this item.

10. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: January 10, 2007 at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Tunnels and Security for Embarcadero, West Portal, Eureka, and Duboce – Robert Hertan
- Rebuilding of the facility for Eureka Street and Duboce Street tunnels – John Funghi

11. **Adjournment:** 4:55 p.m.

Attachments:

Agenda Item 2 –
Minutes of October 19, 2006

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, January 10 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

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Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, Dorris Vincent, and Jamison Wieser.
(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, January 10 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of November 8, 2006** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:15
5.	**Report on repairs on the tunnel between Castro and Forest Hill stations--outward bound** (Discussion) Wai Tom	3:25
6.	**Estimate to Re-Track Carl and Cole Streets** (Discussion) Wai Tom	3:35
7.	**Tunnels and Security for Embarcadero, West Portal, Eureka , and Duboce** (Discussion) Scott Heugly	3:45
8.	**Update on the Engineering for the Third Street Project Opening** (Discussion) Ashish Patel	4:00
9.	**Rebuilding of the facility for Eureka Street and Duboce Street tunnels** (Discussion) John Funghi	4:20
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, 2007, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:40
11.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting

Action Minutes

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Wednesday, January 10, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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action
minutes

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:04 p.m., Wednesday, January 10, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Jamison Wieser.

   EMSC Members Present, but absent at Roll Call: Bruce Oka, arrived at 3:12 p.m.

   EMSC Members Absent: None

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Janet Martinsen (MTA CAC Liaison), and Debra Reed (MTA CAC Secretary), Leo Martinez (MTA Chief Stationary Engineer – Infrastructure Maintenance Division), Scott Heugly (MTA Security), and Bill Neilson, P.E. (MTA Principle Engineer – Construction Division).

   Community Representatives Present: David Pilpel and Edward Mason.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

3. **Adopt Minutes of November 29, 2006:**
   November minutes were not available. Item to be continued at February's EMSC meeting.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **Report on repairs on the tunnel between Castro and Forest Hill stations—outward bound:** (Discussion/Action)

   Participating staff – Leo Martinez
   No action by the EMSC

6. **Estimate to Re-Track Carl and Cole Streets:** (Discussion/Action)

Participating staff Bill Neilson
No action by the EMSC

7. **Tunnels and Security for Embarcadero, West Portal, Eureka, and Duboce:** (Discussion/Action)

   Participating staff – Scott Heugly
   No action by the EMSC

8. **Update on the Engineering for the Third Street Project Opening:** (Discussion/Action)

   Speaker Ashish Patel was not present for this item
   No action by the EMSC

9. **Rebuilding of the facility for Eureka Street and Duboce Street tunnels:** (Discussion/Action)

   Participating Staff – Bill Neilson
   No action by the EMSC

10. **Schedule Upcoming Meetings and Agenda Items:**

    Next regular meeting: February 28, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

    - Long Term Barricades on King Street (Jack Fleck or Jerry Robbins - Who's responsible, and how to make permanent)
    - PUC Lighting Analysis Summary (Leo Martinez said that Ted Aranas had a copy of the lighting study)
    - Muni Metro signs (underground) - design review and timeline

11. **Adjournment:** 5:03 p.m.

    Respectfully submitted by:
    Debra J. Reed
    MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, February 28, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, and Bruce Oka

Council Members not members of this Committee:
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(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, February 28, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of November 8, 2006 and January 10, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:15
5.	**Long Term Barricades on King Street** (Peter Straus, Jack Fleck or Jerry Robbins - Who's responsible, and how to make permanent)	3:25
6.	**PUC Lighting Analysis Summary** (Leo Martinez said that Ted Aranas had a copy of the lighting study)	3:35
7.	**Rebuilding of the facility for Eureka Street and Duboce Street tunnels** (Discussion/Action) Drew Howard	3:45
8.	**Muni Metro signs** (underground) - design review and timeline	4:00
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, March 14, 2007, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:40
10.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting

Action Minutes

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Wednesday, February 28, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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minutes

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:07 p.m., Wednesday, February 28, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Jamison Wieser (Pro Temp for Steve Ferrario)

   EMSC Members Present, but absent at Roll Call: Bruce Oka, arrived at 3:15 p.m.

   EMSC Members Absent: Steve Ferrario

   MTA CAC Members, not on this committee, but also present: Norman Rolfe, Daniel Murphy, and Jamison Wieser (Pro Temp).

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Leo Martinez (MTA Chief Stationary Engineer – Infrastructure Maintenance Division), Ted Aranas (MTA Acting Sr. Operations Manager), Elson Hao (MUNI Senior Vehicle Engineer), Jim Campbell (MTA), and Drew Howard (MTA – Acting Project Manager, Construction Division).

   Community Representatives Present: Edward Mason.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Edward Mason made public comments.

3. **Adopt Minutes of November 29, 2006 and January 10, 2007:**
   Minutes were approved.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Mr. Weaver announced that CAC member Jamison Wieser would be replacing Steve Farrario on the EMSC committee.

5. **Muni Metro Signs** (underground) – (Discussion/ Action)

   Participating staff – Jim Campbell
   No action by the EMSC

6. **PUC Lighting Analysis Summary** (Discussion/Action)

   Participating staff – Ted Aranas and Leo Sanchez
   No action by the EMSC

7. **Rebuilding of the facility for Eureka Street and Duboce Street tunnels** (Discussion/Action)

   Participating staff – Drew Howard
   The EMSC composed the following motion:

   Motion: Whereas the Eureka portals have been useful to maintaining operations for the Metro system in the past few years during emergency conditions including flooding and streetcar derailments.

   Therefore, the MTA CAC recommends that the Eureka portals be structurally repaired, restored and beautified at the surface entrances/exits so that they can continue to provide needed operational flexibility for the Metro system in emergencies and/or any other future uses.

   The MTA CAC further recommends that the MTA develop an action plan for the Eureka portals rehabilitation as part of the multi-year capitol budget process.

   2nd by Jamison Wieser
   EMSC passed unanimously (Ayes – Weaver, Oka, and Wieser)

8. **Breda and Nabi Fleet Overhaul Plan** (Discussion/Action)

   Participating staff – Ken McDonald
   No action by the EMSC

9. **Long Term Barricades on King Street** (Discussion/Action)
   Peter Straus, Jack Fleck or Jerry Robbins

   Staff was not available. This item will be continued for the March EMSC meeting.
   No action by the EMSC

10. **Schedule Upcoming Meetings and Agenda Items:**

    Next regular meeting: March 14, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

11. **Adjournment:** 5:07 p.m.

Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee
Final Regular Meeting
Wednesday, February 28, 2007

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
Wednesday, March 14, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Jamison Wieser, and Bruce Oka

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Steve Ferrario, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(1 Vacancy)

Notes:

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, March 14, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of February 28, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**Central Subway Update** (Discussion/ Action) John Funghi Progress report on design, public outreach and funding aspects of the project.	3:15
6.	**J Church Test** (Discussion/Action) John Sadorra	3:45
7.	**1 California Test** (Discussion/Action) Larry Garnes	4:15
8.	**Long Term Barricades on King Street** (Discussion/Action) Janet Martinsen	4:45
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, April 11, 2007, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	4:55
10.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Regular Meeting Minutes

Wednesday, March 14, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:10 p.m., Wednesday, March 14, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Jamison Wieser.

   EMSC Members Present, but absent at Roll Call: Bruce Oka, arrived at 4:05 p.m.

   EMSC Members Absent: None

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Janet Martinsen (MTA CAC Liaison), Debra Reed (MTA CAC Secretary), John Funghi (MTA Planning – Central Subway).

   Community Representatives Present: Edward Mason.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Edward Mason suggested as a topic for a future EMSC agenda item: Stray Voltage on Muni of Metro Lines Regarding the Corrosion of Water Pipes and Water Mains. He saw a channel 5 news report involving allegations of stray voltage in connection with the L Taraval metro line.

3. **Adopt February 28, 2007 minutes:**
   February minutes were adopted.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **Central Subway Update** (Discussion/ Action)

   Participating staff – John Funghi
   Mr. Funghi reviewed history and plans for the Central Subway project environmentally cleared in 1998, which was also phase II of the Third Street (phase I) light rail program.

Central Subway would run underground between 4th and King Streets and terminate in China Town.

Jamison Wieser

Would the building also have housing? Response: The MTA was working with the City's Planning department regarding the possibility of further transit oriented developments.

Why are elevators located at the far end? Response: While the goal is direct boarding from the elevators, this placement was actually governed by the ADA community.

Could additional entrances be created for stations such as Mosconi and China Town? Response: Planning would need to be worked out, but the possibility of more entrances would not be precluded.

Dan Weaver

Mr. Weave asked about the possibility of building the Union Square/Market Street structure to serve other functions such as lighting. Response: The station was to be a mined station since the community wanted the MTA the avoid disrupting the scene in the area as much as possible.

6. **J Church Test** (Discussion/Action)

   John Sadorra was not present for this item
   No action by the EMSC

7. **1 California Test** (Discussion/Action)

   Larry Garnes was not present for this item
   No action by the EMSC

8. **Long Term Barricades on King Street** (Discussion/Action)
   Participating staff – Janet Martinsen
   No action by the EMSC

9. **Schedule Upcoming Meetings and Agenda Items:**

   Next regular meeting: Wednesday, April 11, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

   - 1 California Test
   - J Church Test
   - Stray Voltage and DPW Water pipe
   - Upcoming Planning Projects – Peter Alpert

10. **Adjournment:** 5:05 p.m.

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of Regular Meeting and Agenda
for
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1 South Van Ness Avenue, Conference Room 3075
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Members:
Daniel Weaver (Chair), Jamison Wieser, and Bruce Oka

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Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Sue Cauthen, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Steve Ferrario, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, April 11, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of March 14, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**1 California Test** (Discussion/Action) Larry Garnes	3:15
6.	**J Church Test** (Discussion/Action) Jim Kelly	3:45
7.	**Metro, Stray Voltage, and DPW Water Pipes** (Discussion/Action) Bill Neilson	4:15
8.	**Planning Projects** (Discussion/Action) Peter Albert, Javad Mirabdal, and Tony Young	4:30
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, May 9, 2007, 1 South Van Ness Avenue, Conference Room 3075 at 3:00pm.	5:15
10.	**Adjournment**	5:20

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL Minutes
Of
Regular Meeting

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Wednesday, April 11, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Final

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:10 p.m., Wednesday, April 11, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), and Jamison Wieser.

   EMSC Members Absent: Bruce Oka

   MTA CAC Members, not on this committee, but also present: Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Larry Garnes (MTA Sr. Operations Manager – Bus Service Delivery), Bill Neilson (MTA Principal Engineer, Construction Division), Tony Young (MTA Planning – Transit Preferential Streets Group), Peter Albert (MTA Deputy Director, Planning), Debra Reed (MTA CAC Secretary), and Janet Martinsen (MTA CAC Liaison).

   Community Representatives Present: Edward Mason.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   No comments from the Public.

3. **Adopt March 14, 2007 minutes:**
   March minutes were adopted.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **1 California Test** (Discussion/ Action)

   An EMSC discussion ensued with Participating MTA staff – Larry Garnes. The 1 California pilot test was successfully ran during rush hours with an average for on-time performance of high 80s to the low 90s percentile. Many resources were poured into the test including 5 extra Muni inspectors and DPT assistance.

During the 1980s Muni had 145 inspectors compared to today's 45 inspectors. In light of Transit first, many of the key intersections and transit lanes were in need of traffic control. Prior to changes in the Union agreement, light duty operators were used to assist with traffic management when buses where pulling out of the yard for duty. Some cities had a much stronger Police Department support for their transit systems with security, POP, and enforcement for transit lanes, example BART had 200 police officers versus Muni's MRT of 8 police officers.

The key to a successful transit system would be ample operators, true police enforcement for security along with transit lanes and fare collection, vehicle availability, and supervision.

Questions and Comments from the EMSC

Dan Weaver asked why the 1 California line was picked for testing. Response: The line had good switchbacks and some supervision. Supervisors are instrumental in developing a team spirit among employees, disseminate information, line evaluation, monitor operator on-time performance, accident reports, investigate complaints, minor repairs, coordinate shuttles for trolley power outages, etc. Future pilot tests may be performed on other lines.

Jamison Wieser asked when people became used to lane enforcement, did diamond and transit lanes get easier to enforce? Response: Yes, as people would notice cars being pulled over for diamond lanes violations, people began to avoid driving in transit lanes.

6. **J Church Test** (Discussion/Action)

Jim Kelly was not present for this item
No action by the EMSC

7. **Metro, Stray Voltage, and DPW Water Pipes** (Discussion/Action)

An EMSC discussion ensued with participating MTA staff – Bill Neilson. KPIX television news presented a video that reported a high number of people along the 15th Avenue block between Taravel and Ulloa Streets experiencing corrosion on their water lines. This has not been noted elsewhere in San Francisco. The leaks that developed in their copper pipes resulted in water lose and large water bills. Water supply lines from meters to homes were then replaced with plastic pipe. As yet, the cause of the leaks has not been identified nor does it appear that the leaks are due to Muni. Copper as a soft metal is prone to corrosion in acidic soils. Also the electrical systems in houses built prior to the 1940s may be improperly grounded. At the time the houses were constructed, they may have used the water service as the ground for the electrical system. Later, when SFWD replaced the water service with plastic pipe, such houses would no longer be properly grounded. The MTA has asked the City Attorney's Office who in essence is the Inspector General in these types of matters to look into the allegations. The City Attorney has hired a consultant to investigate.

Public Comment

Edward Mason noticed a main water line being replaced on Church Street using an anti corrosive wrap. Response: The use of an anti corrosive wrap is a good practice that would protect metal water pipes. However, it is not a historical practice for SFWD.

8. **Planning Projects** (Discussion/Action)

An EMSC discussion ensued with participating MTA staff – Tony Young and Peter Albert. Various planning projects were described.

- Signal Priority or Preemption System: Optimize Transit signals with an emphasis to improve operations for Transit and emergency vehicles by minimizing and improving travel time.
  - Diesel buses communicate using infrared emitters (200 buses were outfitted) presently along Geary, Mission, and Potrero,
  - Trolley buses communicate using overhead pan switches, and
  - Street cars communicate using VTag, presently along Thirds Street and Embarcadero.

  180 signal lights were programmed as of April 11, 2007.
- Various transit features such as bus bulbs, boarding islands, and bus lanes.
- Van Ness BRT project with Signal Preemption was to be going through Environmental Review.
- Geary BRT project with Transit Priority was to be going through Environmental Review.
- Phelan Loop: A candidate for TOD State Bond money, since it was a stop in front of a new housing development.
- TEP would explore better transit developments for corridors such as Ocean Avenue, Judah, and Taraval.

Questions and Comments from EMSC

Status on the temporary barricades along King Street. Response: Mr. Albert had an April meeting scheduled with Dan Cider (Director of City Green) and Dean Makris to discuss a permanent solution for the temporary barricades along King Street that would address pedestrian safety, transit safety and operations, vehicle safety, and landscaping.

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: Wednesday, May 9, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- J Church Test – Jim Kelly
- PUC Market Street Metro Station light study – Ted Aranas
- Irrigation system and landscaping at Green and Geneva facilities – Ted Aranas
- Project Planning Updates – Peter Albert and Lisa Pagon
  Glenn Park and Balboa Park, BART Station transit stops

- Phelan Loop at City College and TOD money, also stop under pedestrian bridge move to Howth Street
- Hybrid Buses (Clean Diesel, Batteries, Hybrids, Fuel Cells) – Bill Neilson may know the resource person. How Muni goes about selecting particular bus choices, setting up the procurement process, what the deployment is, when will the replacements phase out the busses from the 70s, What lines will this effect.

10. **Adjournment:** 5:15 p.m.

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of a Special Meeting and Agenda
for
Wednesday, May 9, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Bruce Oka, and Jamison Wieser

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Special

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(1 Vacancy)

Notes:

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, May 9, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes of April 11, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**J Church Test** (Discussion/Action) Jim Kelly	3:15
6.	**Planning Projects** (Discussion/Action) Kim Walton	3:35
7.	**Fleet Procurement** (Discussion/Action) Elson Hao	3:55
8.	**PUC Market Street Metro Light Study** (Discussion/Action) Ted Aranas	4:15
9.	**Green and Balboa Facilities** (Discussion/Action) Ted Aranas	4:35
10.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, June 13, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:55
11.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL Minutes
of
Regular Meeting

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Wednesday, May 9, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Final

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:07 p.m., Wednesday, May 9, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Jamison Wieser

   EMSC Members Absent: Bruce Oka

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), and Kim Walton (MTA Planning- Long Range).

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Public comments made by Edward Mason.

3. **Adopt April 11, 2007 minutes:**
   Adoption of minutes will be continued at the next regular meeting.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **J Church Test** (Discussion/ Action)

   Jim Kelly was not present for this item
   No action by the EMSC

6. **Planning Projects** (Discussion/Action)

   Participating MTA staff – Kim Walton

   Ms. Walton spoke of two plans, Glen Park (2003), and Balboa Park.

The Department of City Planning initiated Better Neighborhood Programs and Plans.

Glen Park:

The Planning department put out an RFP, but the General fund did not provide enough funds to create an efficient environmental statement and analysis for suggestions from the Better Neighborhood Plan, such as a bus loop (44, 26, 52 lines) around the Glen Park BART Station, Traffic Calming in front of the station, and create a connection between the J Church stop and the Glen Park BART Station. Topography in this narrow area included Caltran due to the 2 freeway entrances; also it included pedestrian traffic, bikes, vehicular interaction, as well as the J Church line.

Balboa Park:

Plans included pedestrian movement throughout the facility, better access, free passageway, bicycle improvements, such as South of BART along Geneva Avenue. The SFMTA would like to combine the 2 grants received, $625,000 from the Transportation Authority Proposition K and $200,000 from Safe Routes to Transit in 2005, to hire a consultant.

Questions and Comments from the EMSC

Dan Weaver asked about engineering plans and timeline. Response: The study focused on the movement of people and vehicles to develop a detailed document to be presented before the TA to show functional purpose of the project, along with input from the community. However the study did not involve preliminary engineering or implementation. The RFP would be written once the document is approved. Eligible firms, such as engineering firms, transportation firms, etc., could then go to the website to submit their proposals.

Steve Ferrario expressed concern about spending costs for a number project studies that never progress to implementation, or become subjected to runaway inflation due to long timelines.

Public Comment

Edward Mason asked would the Mission Street project from Excelsior to Geneva co inside with the better access project by Muni or Better Streets for the Balboa corridor. Response: Yes.

Would the TEP traffic calming and enhancements project for the Balboa corridor between Mission Street and Balboa Park along the 29 Monterey line work together? Response: Yes.

7. **Fleet Procurement** (Discussion/Action)

   Elson Hao was not present for this item
   No action by the EMSC

8. **PUC Market Street Metro Light Study** (Discussion/ Action)

   Ted Aranas was not present for this item
   No action by the EMSC

9. **Green and Balboa Facilities** (Discussion/ Action)

   Ted Aranas was not present for this item
   No action by the EMSC

10. **Schedule Upcoming Meetings and Agenda Items:**

    Special meeting with Kenneth McDonald (COO): Tuesday, May 29, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 2:00 p.m.

    - BREDA Rebuild
    - Switch at 4th and King Streets
    - ATCS (Automatic Train Control System)

    Next regular meeting: Wednesday, June 13, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

    - J Church Test
    - Fleet Procurement
    - PUC Market Street Metro Light Study
    - Green and Balboa (Geneva) Facilities

11. **Adjournment:** 4:50 p.m.

    Respectfully submitted by:
    Debra J. Reed
    MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice of a Special Meeting and Agenda
for
Tuesday, May 29, 2007 at 2:00 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

3:45 p.m. mst

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Members:
Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

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special

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Norman Rolfe, and Dorris Vincent.
(2 Vacancies)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Tuesday, May 29, 2007 at 2:00 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	2:00
2.	**Public Comment**	2:03
3.	**Report of the Chair** (Discussion/ Action)	2:12
4.	**BREDA Rebuild** (Discussion/Action) Ken McDonald	2:15
5.	**Switch at 4th and King Streets** (Discussion/Action) Ken McDonald	3:50
6.	**ATCS (Automatic Train Control System)** (Discussion/Action) Ken McDonald	3:25
7.	**Bus Shelter Project** (Discussion/Action) Sonali Bose	4:00
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, June 13, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:25
9.	**Adjournment**	4:30

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL Minutes
of
Regular Meeting

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Tuesday, May 29, 2007 at 2:00 p.m.
1 South Van Ness Avenue, Conference Room 3074
San Francisco, California

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final

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 2:32 p.m., Tuesday, May 29, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

   EMSC Members Absent: None

   MTA CAC Members, not on this committee, but also present: Daniel Murphy, and Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Sonali Bose (MTA Chief Finance Officer), Kenneth McDonald (MTA Chief Operations Officer), and Debra Reed (MTA CAC Secretary)

   Community Representatives Present: Edward Mason

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None

3. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

4. **BREDA Rebuild** (Discussion/ Action)

   Participating staff – Kenneth McDonald

   A discussion ensued regarding rehabilitation versus new vehicles, based on obsolete technology. Mr. McDonald would like to develop and fund a Master Plan with programs to decide between a complete rehabilitation, upgrades or pieces for trucks, breaks, propulsion, doors and steps systems. The Master Plan would also include a lifecycle program.

5. **Switch at 4th and King Streets** (Discussion/Action)

   Participating staff - Kenneth McDonald

   Mr. McDonald reviewed some of the challenges and software upgrades at 4th and King Streets to better work with circuitry divisions. The switch itself worked fine, but maintenance procedures that were reduced perhaps due to costs, should be restored. Mr. McDonald needed solutions from DPT with ongoing traffic problems, especially with regards to motorists making left turns in the intersection.

6. **ATCS (Automatic Train Control System)** (Discussion/Action)

   Participating staff – Kenneth McDonald

   A discussion ensued. Mr. Ferrario felt that the ATCS was an over-engineered failure resulting in decreased ridership and needed to be replaced by a simpler system. Mr. McDonald would first, be having a meeting with staff to develop a Rail Track Way Maintenance program, with timelines and costs for regular Ultra Sonic testing, rail grinding (which affects the ATCS), rail replacement, and area repairs within the system, and second, what would be the second generation for ATCS.

7. **Bus Shelter Project** (Discussion/Action)
   Participating staff – Sonali Bose

   Ms. Bose distributed and reviewed the PowerPoint handout entitled "San Francisco Municipal Transportation Agency Transit Shelter Maintenance and Advertising Request for Proposal Summary, April 26, 2007."

   A discussion ensued. MTA received an annual flat sum of $250,000 but no advertisement revenue under the previous shelter contract with Viacom and CBS. The selection panel for the new applicants included 20 members from various City departments, such as, DPW, Arts Commission, S.F. Port, Disability, etc. Public input from the website and City Hall was abundant. The vendor was to be selected July 19, 2007.

8. **Schedule Upcoming Meetings and Agenda Items:**

   Next regular meeting: Wednesday, June 13, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

9. **Adjournment:** 4:42 p.m.

   Respectfully submitted by:
   Debra J. Reed
   MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice

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Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

Council Members not members of this Committee:
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(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, June 13, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes for April 11, May 9, and May 29, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**Way Finding/Graphics at Muni Metro Stations** (Discussion/Action) Marc Caposino	3:15
6.	**June 30th Service Changes (CAC initiated)** (Discussion/Action) Peter Straus	3:40
7.	**PUC Market Street Metro Light Study** (Discussion/Action) Ted Aranas	4:05
8.	**Green and Geneva Facilities** (Discussion/Action) Ted Aranas	4:30
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, July 11, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:55
10.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL Minutes
of
Regular Meeting

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San Francisco, California

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Final

1. **Call to Order / Roll Call** (Agenda Item 1).
   Chairman Dan Weaver called the meeting to order at 3:07 p.m.
   A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

   EMSC Members Absent: None

   MTA CAC Members, not on this committee, but also present: Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Judson True (MTA CAC Liaison), Peter Straus (MTA Manager Service Planning), Marc Caposino (MTA Marketing), Ted Aranas (MTA Facilities Manager), and Debra Reed (MTA CAC Secretary)

   Community Representatives Present: None

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None

3. **Adopt Minutes for April 11, May 9, and May 29, 2007** (Discussion/Action)

   Participating staff – Judson True

   Steve Ferrario, Bruce Oka, and Dan Weaver expressed their disapproval of the decision by staff to reduce full committee minutes to action minutes for committees. While action minutes were up to legal standards, they were not informative. Members wanted committees' action minutes restored to full minutes.

   EMSC Action Minutes were not adopted.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **Way Finding/Graphics at Muni Metro Stations** (Discussion/ Action) Marc Caposino and Peter Straus

   Mr. Straus distributed and reviewed copies of the order-of-station styled Metro map and Muni map. Discussion ensued. Brail/Tactile versions of the order-of-station style maps will be hung up in all the Metro stations.

   Mr. Caposino invited suggestions for new directional terms other than the term inbound.

   Mr. Caposino announced new digital touch screens with Metro and NextBus information.

   Questions and Comments from the EMSC:

   Inbound and Outbound boarding signs were removed. Response: Signs listing all the Metro lines have been placed along the track walls indicating inbound or outbound with the height placement according to ADA regulations. More signs, including inbound and outbound signs placed on platform walls, were forthcoming; however, there has been discussion since the advent of the T-line because outbound for the T-line is inbound for all other trains and visa-versa. Mr. Caposino invited suggestions for alternative directional terms other than inbound and outbound.

   Dan Weaver suggested posting signage ideas on a MTA website for public opinions and comments before installing permanent signs.

   Jamison Wieser suggested updating the maps to show that the J Church and N Judah trains continue to the Caltrain station.

   Steve Ferrario:

   Mr. Ferrario pointed out that the lettering may be difficult for sight impaired patrons. The lettering should all be in capitol letters. Response: The lettering style was the logo of the MTA. Public announcements had already been sent out to numerous groups, including SPUR, CAC, etc. Lighting has been a major problem. Facilities Maintenance has drastically improved lighting at the Van Ness station.

6. **June 30th Service Changes (CAC Initiated)** (Discussion/Action) Peter Straus

   EMSC discussion ensued.

   Mr. Straus distributed copies of the SFMTA Street & Transit Map 2007, and reviewed service changes with J Church, N Judah and K Ingleside trains.

7. **PUC Market Street Metro Light Study** (Discussion/Action) Ted Aranas

   Mr. Aranas explained that the PUC Light Study was part of a clean energy/clean air program. On the portion referring to lighting was looking at efficiency and energy use, example changing from incandescent to compact florescent lighting, etc. The PUC's study involved identifying areas for improvement in efficiency use of energy with respect to lighting, motors, etc., example changing a T-12 to a T-8 in a fixture for energy savings.

   EMSC discussion ensued.

   Comments and Questions from the EMSC

Dan Weaver:

Did the PUC check light levels? Response: Mr. Aranas did not believe that light level was the focus. The PUC focused on energy savings. The new T-8 promises better light rendition.

What would be done as a result of the PUC Lighting Study? Response: The Agency would be looking for funding sources to change lighting in areas recommended for energy savings.

Lighting has deteriorated. Mr. Weaver suggested identifying a standard for adequate lighting, suggesting BART as a source of information.

BART redesigned lighting in the Powell, Civic Center, and Montgomery Stations and adding halogen lighting. Response: It was reported that BART was having problems with HID lighting burning out quickly, resulting in increased maintenance costs. The PUC study focused on savings.

Mr. Weaver suggested better wall colors. He felt that the blue colors used were darker than red colors. Mr. Ferrario added that BART changed their wall color to ivory, which brightened their stations.

Mr. Aranas announced painting and carbon dust cleaning at the Van Ness Avenue and Montgomery stations and tunnels.

8. **Green and Geneva Facilities** (Discussion/Action) Ted Aranas

Mr. Weaver expressed concern regarding repairing the irrigation system at the Green facility's yard and adding irrigation at Geneva facility's yard. EMSC discussion ensued.

Mr. Aranas still needed a 3rd gardener. Mr. Aranas reviewed plans for a low-maintenance rock garden at the Geneva facilities while waiting Muni's plumbers to complete the irrigation system. Plumbers were very busy with repairs and projects throughout Muni.

Questions and Comments from the EMSC

Mr. Weaver inquired about a team dedicated to cleaning Muni platforms. Response: The increase in personnel had not been approved in the Budget. Mr. Aranas reviewed the difference between having an in-house team versus hiring a company to steam clean platforms.

Mr. Ferrario pointed out that the palm trees along Market Street were long overdue for trimming and needed a regularly trimming scheduled. Response: DPW were responsible to trim palm trees along Market Street. DPW had the budget to maintain palms along Market Street as well as the MOU for palm tree maintenance along the T-Third line.

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: Wednesday, July 11, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

10. **Adjournment:** 5:18 p.m.

Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee
FINAL Meeting Minutes
Wednesday, June 13, 2007

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice

Regular Meeting and Agenda
for
Wednesday, July 11, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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Members:
Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

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Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Greg Riessen, Norman Rolfe, and Dorris Vincent.
(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, July 11, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes for April 11, May 9, and May 29, June 13, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**J Church Test** (Discussion/Action) Jim Kelly	3:15
6.	**Fleet Procurement** (Discussion/Action) Elson Hao	3:40
7.	**Transit Shelters RFP** (Discussion/Action) Gail Stein	4:05
8.	**MUNI Metro ACTS-Automatic (or Alcatel?) Train Control System** (Discussion/Action) Wai Tom	4:30
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, August 8, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:55
10.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

FINAL Minutes
of
Regular Meeting

Wednesday, July 11, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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1. **Call to Order / Roll Call**
   Chairperson Dan Weaver called the meeting to order at 3:05 p.m.
   A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Jamison Wieser.

   EMSC Members Present, but absent at Roll Call: Bruce Oka, arrived at 3:33 p.m.

   EMSC Members Absent: None

   MTA CAC Members, not on this committee, but also present: Daniel Murphy

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Judson True (CAC Liaison and Local Government Relations Manager), Debra Reed (CAC Secretary), Gail Stein (Principal Administrative Analyst), Sonali Bose (Chief Finance Officer), Elson Hao (Muni Senior Vehicle Engineer), Patty DeVlieg, and Wai Tom (Senior Operations Manager).

   Community Representatives Present: None

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   Public comments made by Edward Mason.

3. **Adopt Minutes for April 11, May 9, and May 29, June 13, 2007** (Discussion/ Action)

   Discussion ensued with Participation from staff speaker Judson True. Secretary Debra Reed will restore committee minutes for April, May, and June from the abbreviated action minutes format to the full minutes format as requested by subcommittees of the MTA CAC. She expected to have the full minutes for EMSC available at the August meeting.

   No action by the EMSC.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

Chair wanted to draft resolution on 4 subjects as follows to be forwarded to the full CAC meeting in August 2007:

Wayfinding 1

WHEREAS wayfinding (including signage, messages, layout, design and arrangement of stations and stops) is increasingly important for public transit systems, and

WHEREAS the MTA does not have professional wayfinding expertise on its staff

THEREFORE BE IT RESOLVED THAT the MTA CAC recommends that the MTA add experienced, professional wayfinding expertise to its organization.

BE IT FURTHER RESOLVED THAT the MTA CAC recommends that a portion of the revenues received from the new wayside advertising contract be used to create and fund two full-time wayfinding positions within the Planning Department of the MTA. Upon filling these two positions, all future Muni wayfinding functions will be removed from the Marketing Department.

EMSC **passed** unanimously (Ayes – Weaver, Ferrario, and Wieser).

Wayfinding 2

The MTA CAC recommends that the subway station name signs, located on the station platforms and the trackside walls, be changed. The new signs shall have all Title case plain block lettering, of a size and font easily read from the train, within the station and by persons who have less than perfect vision.

EMSC **passed** unanimously (Ayes – Weaver, Ferrario, and Wieser).

Platform/Boarding Island Maintenance

WHEREAS some Muni platforms/boarding islands outside of the tunnel, such as along The Embarcadero, King Street and Third Street, are expertly maintained on a regular schedule, and

WHEREAS all other Muni platforms/boarding islands are never maintained on a scheduled basis;

THEREFORE BE IT RESOLVED THAT the MTA CAC recommends that the MTA establish a policy that all platforms/boarding islands be cleaned and maintained on a regular basis; and

BE IT FURTHER RESOLVED THAT the MTA establish and make public its maintenance standards and schedule on its website.

EMSC **passed** unanimously (Ayes – Weaver, Ferrario, and Wieser).

Facility Landscaping Maintenance

Whereas some MTA property, such as the Forest Hill Station grounds and the Flynn Maintenance Facility landscaping, is generally well maintained and attractive. While other

MTA property, such as the Phelan Loop, the Green Maintenance Facility and the Geneva Yard, is not maintained to any acceptable standard.

Therefore, the MTA CAC recommends that the MTA properly maintain the buildings, grounds and landscaping of all of its facilities immediately.

Be it further resolved that additional gardeners be hired or outside help be employed to end the long-standing maintenance backlog.

EMSC **passed** unanimously (Ayes – Weaver, Ferrario, and Wieser).

Station Lighting

WHEREAS Muni Metro underground stations seem to be poorly lighted due to dirty light fixtures, walls and/or ceilings or to inadequate lighting,

WHEREAS Muni will be undertaking cleaning and re-lighting of its underground stations without lighting standards, and

WHEREAS adequate station lighting is essential to a successful wayfinding program;

THEREFORE BE IT RESOLVED THAT the MTA CAC recommends that the MTA establish a standard or standards for lighting its stations. The minimum lighting standard should be a standard for the edge of the boarding platform where passengers move between the train and the boarding platform. The BART lighting quantity standard for this is 30 footcandles, based on Illuminating Engineering Society criteria. (BART FACILITIES STANDARDS-ELECTRICAL includes additional quantity lighting standards as well as lighting quality standards for its stations.)

The MTA CAC further recommends that the MTA review the lighting levels at all boarding platform areas and adjust the light level according to BART's established lighting standards.

EMSC **passed** unanimously (Ayes – Weaver, Ferrario, Oka, and Wieser).
Bruce Oka arrived after role call at 3:33 p.m.

5. **J Church Test** (Discussion/Action)

Speaker Jim Kelly was not present for this item

6. **Fleet Procurement** (Discussion/ Action) **Elson Hao**

A discussion ensued. Mr. Hoa reviewed the latest procurement of 56 40-foot Hybrid and 30 30-foot Hybrid buses from Orion owned by Mercedes.

Comments and Questions from the EMSC

Jamison Wieser asked what the fuel usage of diesel versus hybrid buses was. Response: diesel/3.2 mpg and hybrid/3.8 mpg

Steve Ferrario asked would the diesel buses be replaced by hybrids. During catastrophes, such as earthquakes, diesel buses would be useful service vehicles. Dan Murphy said that per Muni's Clean Air Plan, the existing diesels would continue in service until the end of their

service life estimated for years 2009-2013. Old diesel buses would then be moved to the reserve fleet.

Dan Weaver asked about midlife overhaul. Response: MTA had a midlife overhaul for Nabi buses, and was working on a midlife overhaul plan for Neo Plan. Ken McDonald (COO) had signed off on the program for midlife and was seeking funding.

7. **Transit Shelter RFP** (Discussion/Action) **Gail Stein**

Ms. Stein distributed the SFMTA Transit Shelter RFP Schedule, the Transit Shelter Survey Talley, and a picture of a proposed canopy shelter design for Metro stations with descending escalators. A discussion ensued. Ms. Stein announced that on June 19, 2007, of the 3 consultants, Clear Channel Outdoor was the winning bidder for the City's transit contract. She reviewed a slide show of the various transit shelter submitted designs. The contract would be presented to the MTA Board for approval on August 21, 2007, and would start in December 2007. After approval from the Arts Commission, Port Commission and the Board of Supervisors, the Agency would have 3 months to decide on shelter designs (March 2008). Older shelters were expected to be replaced in 5 years.

Public comments on the various shelters, received by June 13, 2007 would be posted on the website at SFMTA.com by July 16, 2007.

Questions and Comments from the EMSC

Steve Ferrario asked was Clear Channel Outdoor a different contracting firm. Response: The previous firm was CBS Outdoor. Participants in the bidding were Clear Channel, Samousa, and CBS together with JC Decaux in a joint venture.

Mr. Ferrario suggested a video screen inside the proposed canopy shelter design for Metro stations, as a revenue source.

8. **MUNI Metro ATCS-Advanced Train Control System (Alcatel)** (Discussion/Action) **Wai Tom and Patty DeVlieg**

A discussion ensued. Mr. Tom described the working principles of the Axle Counter Evaluator Unit (ACE) a redundant system which counts trains in and out of the Metro System since 1996, and the particular Metro failure on June 27, 2007. Ms. DeVlieg pointed out the need for resources to move a contract forward in order to buy standby units such as the ACE unit (8 units needed). Any system requires support, training from the vendor, spare parts, upgrades, etc. At this time there was no maintenance contract with the supplier Thales in Toronto, previously known as Alcatel. A real benefit would be a regular annual audit of the equipment from the vendor to point out obsolete equipment and keeping up with upgrades and new technology on software and hardware. Mr. Tom added that round-the-clock maintenance consisted of 21 persons overseeing the entire Muni system, needed to be increased to 30 persons.

Ms. DeVlieg announced that in response to the Citizens Advisory Council and other groups who favored the Embarcadero monitor, a project had been initiated in the Capital Improvement Plan to put flat screen monitors, along with ticker tape information, at all

Metro subway platforms. The SFMuniCentral.com website was available, which showed dynamic train locations information from the ATCS controller console.

Comments and Questions from the EMSC

Dan Weaver

Mr. Weaver asked about the Metro problem on the morning of June 27, 2007. Response: One of the circuit boards was not functioning properly, stopping Metro traffic because it was unsafe to move trains in automatic through an area which could not detect non-communicating trains. While repeatedly troubleshooting, swapping out the electronic boards and rebooting the system, the trains were operating in manual mode with speeds not to exceed 27 mph, but also resulting in a domino effect and backup. It was approximately 2:00 in the afternoon when service was restored. It would be ideal to have an entire ACE unit to swap in, rather than going through the process of troubleshooting a problem unit.

Steve Ferrario

Mr. Ferrario asked about the reliability of ATCS. Response: A study from an outside consultant revealed that Metro was running 3% and better of problems with trains not communicating. Of the events observed, 75% were caused during entry at Duboce, others at West Portal, and a few in the tunnel. A high percentage of those failures were actually caused by operators not knowing entry procedures, clearly a training issue. Recent software modifications were available offering opportunities to re-entering trains in the subway that lost communication with the ACS. Some of the failures were caused by the old residual elements of the outdated signal system, also known as the block system. June 2007 funding was identified for one of the upcoming projects would be the finally cutover to full ATCS between Embarcadero and West Portal, which would reduce complexity and increase reliability of ATCS.

Mr. Ferrario commented about operator responsibilities. Response: While the ATCS controlled trains, the Operators' duty was to look out for obstructions in the railway, such as people, objects, etc.

9. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: Wednesday, August 8, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Maintenance Training – Adrian Moy

10. **Adjournment:** 6:10 p.m.

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice

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Members:
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Council Members not members of this Committee:
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(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, August 8, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes for April 11, May 9, and May 29, June 13, and July 11, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**BREDA Master Plan** (Discussion/Action) Ken McDonald	3:15
6.	**Balboa and Glenn Park BART Stations Planning update** (Discussion/Action) Peter Albert	4:15
7.	**Recommendation to Increase Emergency Crew Staffing and Provide Additional Training** (Discussion/Action)	4:40
8.	**Recommendation to Prioritize Solar Powered NextBus for Bus and Street Car Islands** (Discussion/Action)	4:50
9.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, September 12, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	5:00
10.	**Adjournment**	5:05

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Regular Meeting Minutes

Wednesday, August 8, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:10 p.m., Wednesday, May 9, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Jamison Wieser.

   EMSC Members Absent: Bruce Oka

   MTA CAC Members, not on this committee, but also present: Emily Drennen, and Norman Rolfe

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Debra Reed (MTA CAC Secretary), Peter Albert (Deputy Director – Long Range Planning), Darton Ito (Manager – Long Range Planning), Kim Walton, and Wilson Johnson (MTA Planning – Central Subway).

   Community Representatives Present: None.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:**

   None.

3. **Adopt Minutes for April 11, May 9, May 29, June 13, and July 11, 2007:**
   Minutes were adopted.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair) - no report presented

5. **BREDA Master Plan** (Discussion/Action) Wilson Johnson

   Mr. Ken McDonald was unable to attend. Mr. Johnson asked that the BREDA Master Plan be rescheduled for a future meeting.

6. **Balboa and Glenn Park BART Stations Planning update** (Discussion/Action) Peter Albert

   An EMSC discussion ensued with staff participants Peter Albert, Darton Ito, and Kim Walton

Both Balboa Park and Glenn Park Stations are both BART station projects with real capital project outcomes as a result of the Better Neighborhoods Plan. Congressman Lanthos and Supervisor Bevan Dufty were very instrumental in the Federal Government granting the MTA $3.5 million to implement pieces of the Better Neighborhoods Plan in partnership with BART, MTA, Transportation Authority, Caltrans, City College, Park and Recreation, and City Planning Department as being the caretaker of the entire vision. As an EIR, this Section 5309 Federal Government money could only be spent on transit with a 20% match by transit of local environmental money. Safe Routes to Transit Avocations, Art Regional Bike Ped were some of the other grant sources involved.

Glenn Park Station has a narrow congested intersection at Bosworth and Diamond, with pedestrians, cabs, cars, and buses. This plan features a possible bridge between the back of the BART station to the J Church stop, taxi-waiting stands, and improved inner mode around BART including a bus loop around the station thus avoiding the congested Diamond intersection.

Balboa Park Station is built next to a freeway area with pedestrians flowing in from Ingleside, San Miguel, and City College areas crossing the on/off ramps of the freeway. Real traffic, pedestrian, bicyclists, bus, light trail, and BART issues are all tied together to make Balboa Park one of the highest transit mode splits. Transportation and land use would be knitted together to offer more housing, make the transit hub work better, and resolve the awkwardness of how pedestrians navigate to BART and Muni. The plan calls for a deck over the freeways and a reconfiguration of the on/off ramps (a future project). Studies included looking at an overview of bus services coming into the BART area as well as their impacts on patrons throughout their perspective routes, how the street cars serve the station, and the present industrial uses of the 3 facility yards maintained by MTA for BREDA and historic cars.

Comments and Questions from the EMSC

Steve Ferrario commented that once property is gone, that would be final. Would the upper yard be developed for housing? The bus and street car fleets are increasing. Response: Post MTA merger, the Planning Department would first need to complete an inventory assessment of its many facilities between Muni and DPT along with their various long-term needs, short-term needs, facility locations, re-define facility functions between DPT and Muni needs, etc. The plan was done in 2002, and the response has been that the MTA could not yet promise an upper yard development sight.

Dan Weaver pointed out the Radulavich plan to re-define part of the Balboa reservoir as a relocation site for Muni's Green facility. Response: Both Mr. Albert and Mr. Carl Rohan (MTA Director – Planning) had spoken with Mr. Radulavich about this plan, however the MTA did not yet have the Balboa reservoirs included in the scope.

Mr. Weaver recalled that Ms. Kim Walton had stated at a previous EMSC meeting that was going to select consultants and start the planning process for this Better Neighborhoods Plan engineering component in September. Mr. Weaver read from a report that the Transportation Authority would not be releasing funding for the plan. Response: The MTA

has received funding from the Transportation Authority. The RFP for engineering was expected to be released during the fall of 2007. Kim Walton along with Darton Ito would be managing both projects.

7. **Recommendation to Increase Emergency Crew Staffing and Provide Additional Training** (Discussion/Action)

   Between personal time off and vacancies there was only one emergency crew to service any Muni crises involving moving people, such as vehicles break downs, overhead wiring problems, computer problems in Metro, etc. This crew was also inadequately trained for the array of emergency possibilities.

   The MTA CAC recommends that the MTA increase the number of emergency crews to provide 3 fully staffed crews available on-call at all times.

   EMSC **passed** unanimously (Ayes – Weaver, Ferrario, and Wieser).

8. **Recommendation to Prioritize Solar Powered NextBus for Bus and Street Car Islands** (Discussion/Action)

   Island shelters equipped with solar power for NextMuni should be a first priority for deployment.

   The MTA CAC recommends that the first priority in design and deployment of the next generations of bus shelters should be for the bus and streetcar islands without NextMuni services and shall include that service by utilization of solar power.

   EMSC **passed** unanimously (Ayes – Weaver, Ferrario, Oka, and Wieser).

9. **Schedule Upcoming Meetings and Agenda Items:**

   Next regular meeting: Wednesday, September 12, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

   - J Church Test
   - 29 Test
   - BREDA Master Plan – Kenneth McDonald
   - Maintenance Training – Adrian Moy (Orientation and Training for the Emergency Crew Staff)

10. **Adjournment:** 5:10 p.m.

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

Notice

Regular Meeting and Agenda
for
Wednesday, September 12, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

07-01-07P12 13 RCVD

Members:
Daniel Weaver (Chair), Steve Ferrario, Bruce Oka, and Jamison Wieser

Council Members not members of this Committee:
Daniel Murphy (Chair), Mary Burns, Art Cimento, Joan Downey, Emily Drennen, Griffith Humphrey, Cesar Perez, Greg Riessen, Norman Rolfe, and Dorris Vincent.
(1 Vacancy)

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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, September 12, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes for August 8, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**J Church Test** (Discussion/Action) Jim Kelly	3:15
6.	**BREDA Mid Life** (Discussion/Action) Ken McDonald	3:40
7.	**Maintenance Training Program** (Discussion/Action) Adrian Moy	4:40
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, October 10, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	5:00
9.	**Adjournment**	5:05

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (MTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Regular Meeting Minutes

Wednesday, September 12, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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1. **Call to Order / Roll Call** (Agenda Item 1). The regular meeting of the Engineering, Maintenance & Safety committee (EMSC) was called to order at 3:08 p.m., Wednesday, September 12, 2007. Daniel Weaver (Chair) presided. A quorum was present including the following:

   EMSC Members Present at Roll Call: Daniel Weaver (Chair), Steve Ferrario, and Jamison Wieser.

   EMSC Members Absent: Bruce Oka

   MTA CAC Members, not on this committee, but also present: None

   MTA Staff (San Francisco Municipal Railway [MUNI] and Department of Parking and Traffic [DPT]) present: Jim Kelly (MUNI Sr. Operations Manager, Central Control), Elson Hao (Muni Senior Vehicle Engineer), John Sadorra (MUNI Chief Mechanical Officer, Rail), and Debra Reed (MTA CAC Secretary).

   Community Representatives Present: None.

2. **Public Comment – Concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None.

3. **Adopt August 8, 2007 minutes:**
   August minutes were adopted.

4. **Report of the Chair:** Daniel Weaver (EMSC Chair)

   Mr. Weaver reviewed Examiner's September 12, 2007 news article titled, Muni's System Central Control and More, which commented on metro's system wide delay problems since the august of the T Third line. Upgrades for Central Control were estimated at $290 million; Muni had identified $15 million. Jim Kelly commented that the facility for Central Control in addition to being outdated was too small.

5. **J Church Test** (Discussion/ Action)

   An EMSC discussion ensued with staff participation from Jim Kelly. The test involved using adequate resources, borrowing drivers and supervisors from other routes, and having DPT personnel touring for double-parking violations in order to make the test work with a goal to

achieve the 85% on-time performance rate. Spikes during the on-time performance test were affected by incidents along the routes, such as, tracks blocked by autos, vehicle breakdowns, overhead problems, etc.

The maintenance department had been successful in keeping up with the daily vehicle requirement. On the other hand rail car drivers were understaffed by 70 drivers, with no extra-board, due to attrition. A significant number of drivers were retiring or leaving the agency compared to the number of new drivers being hired and trained.

Questions and Comments from EMSC

Dan Weaver

Had there been improvement from the traditional slow morning train commute from Van Ness Avenue? Response: By combining the K Ingleside train with the T Third train as a single train, there was improvement since fewer trains/one less train (K line) were being turned back at the Embarcadero. Monday night remained problematic because of extra trains needed to service riders attending ball games.

Was there any information revealed about the ATCS? Response: The test did not have any reflection on the ATCS system. When trying to turn 48 trains around at the Embarcadero station using 2 station pockets within a 1-hour time period, there would most likely be some expected backup. One of the solutions to alleviate the backup was to combine K Ingleside train with the T Third Street train as a single train to terminate at Sunnyvale in Visitation Valley, instead of the turnaround at the Embarcadero Station.

Jamison Wieser

Could more trains be added to continue from the Embarcadero Station to CalTrain? Response: The intersection at 4th and King Streets with the N Judah and the K/T train is already extremely busy with auto and pedestrian traffic during the PM commute. Adding a third train line, especially during ball game night, could be disastrous for commuters anxious to arrive at CalTrain.

Lessens learned were operator availability, more street supervisors, Response: TEP was looking at the number of stop signs resulting in slow transit speed and vehicle problems such as wear and tear on breaks, frequent door cycles and door interference by people holding doors open.

6. **BREDA Mid Life** (Discussion/Action)

An EMSC discussion ensued with staff participation from Elson Hao and John Sadorra. MTA BREDA trains would be reaching midlife age at 15 years in 2010 - 2011. A BREDA Midlife overhaul program was suggested by the EMSC and was eventually included in the MTA budget; however the allocation were absorbed during 2005 - 2006 by cost overruns to complete the T Third project. Midlife overhaul was estimated to be $1.5 million per car, versus purchasing new BREADA trains at $4 million per car. The overhaul program would be supported by a combination of Federal and local funds.

The maintenance staff had dwindled by 38% since the year 2000 due to attrition. Short staffed maintenance group has been able to keep the trains running; however they do not have the long-term resources necessary to efficiently maintain BREDA trains. BREDA trains would need to be outsourced to independent companies for overhauls.

Motion: The MTA CAC recommends that the MTA increased the Rail Maintenance staff by 50% thereby returning them to their levels in the year 2000.

Moved by Dan Weaver
2nd by Jamison Wieser
CAC passed unanimously (Ayes - Weaver (Chair), Ferrario, and Wieser)

7. **Maintenance Training Program** (Discussion/Action)

Speaker Adrian Moy was not present for this item. This item will be continued at the October EMSC meeting. No action was taken by the EMSC.

8. **Schedule Upcoming Meetings and Agenda Items:**

Next regular meeting: Wednesday, October 10, 2007, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

- Maintenance Training Program
- What are MTA's Requirements for Vehicle Storage Over the Next 25 to 30 Years

9. **Adjournment:** 4:50 p.m.

Respectfully submitted by:
Debra J. Reed
MTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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1 South Van Ness Avenue, Conference Room 3075
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City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council
Engineering, Maintenance & Safety Committee (EMSC)

Regular Meeting
Wednesday, October 10, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

AGENDA

Item #	Item	Estimated Time
1.	**Call to Order/Roll Call**	3:00
2.	**Public Comment**	3:03
3.	**Adopt Minutes for September 12, 2007** (Discussion/ Action)	3:10
4.	**Report of the Chair** (Discussion/ Action)	3:12
5.	**Subway Station Platform Monitors** (Discussion/Action) Frank Lau	3:15
6.	**Streetcar Parking/Storage and Maintenance Requirements for the Next 25 Years** (Discussion/Action) Carter Rohan, Peter Albert, and Tom Radolovich, BART Director and Ex. Dir. of Livable City	3:45
7.	**Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action) **Tentatively Scheduled Next Regular Meeting**: Wednesday, November 14, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:45
8.	**Adjournment**	5:00

City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (SFMTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Regular Meeting Minutes

Wednesday, October 10, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
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1. **Call to Order / Roll Call:** Chairman Weaver called the meeting to order at 3:01 p.m.

   EMSC Members present at Roll Call: Daniel Weaver (Chairman), Steve Ferrario and Jamison Wieser.

   EMSC Members present, but absent at Roll Call: Bruce Oka arrived at 3:20 p.m.

   SFMTA CAC Members, not on this committee, but also present: Daniel Murphy

   SFMTA staff and other city departments present: Frank Lau (SFMTA Acting Project Engineer – NextBus), Carter Rohan (SFMTA – Senior Director Transportation Planning & Development), Peter Albert (SFMTA – Deputy Director Transportation Planning & Development) and Debra Reed (SFMTA CAC Secretary).

2. **Adopt Minutes for September 12, 2007:**
   Motion to adopt minutes: unanimously approved (Absent: Bruce Oka).

3. **Public Comment concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

4. **Report of the Chairman:** Dan Weaver

   No report.

5. **Subway Station Platform Monitors:** (Discussion/Action) Frank Lau

   Mr. Lau stated that the Agency received positive feedback regarding the NextBus display from the public, the Mayor's office, as well as SFMTA Executive Director Nathaniel Ford. 42-inch flat-screens have been installed at all the Metro stations featuring NextBus data.

   Comments and Questions from the EMSC

   Steve Ferrario pointed out that NextBus information may be easy to read, but the information was often wrong. Mr. Ferrario preferred the reliability of ATCS. He felt that a lot of money was being spent to end up with erroneous information. Mr. Lau said that ATCS reports information on trains that are in the tunnel whereas NextBus reports on information for trains both outside the tunnel and inside the tunnel using a prediction method.

Jamison Wieser felt that it was unnecessary for NextBus screens to display the entire railway system throughout San Francisco. Mr. Wieser will forward his suggested mockups for easier readability to Mr. Lau.

Motion: The SFMTA CAC recommends that the direct ATCS Track Presentation be displayed on the new Subway Platform Video Monitors, until a new proposed presentation has been methodically tested for "ease of use" and "accuracy". The level of accuracy for any new proposed presentation shall be equal to or better than the current ATCS display.

Motion passed unanimously.

6. **Streetcar Parking/Storage and Maintenance Requirements for the Next 25 Years:** (Discussion/Action) Carter Rohan and Peter Albert

   The merger of Muni and DPT properties has opened up opportunities for new vehicle storage sites ideally that will be closer to service terminals. Mr. Albert stated that the SFMTA's mixed-use developments should include vehicle storage, especially for the LRV fleet growth over the next 30 years.

   Mr. Albert asked that the item be continued to allow additional staff participation.

7. **Schedule Upcoming Meetings and Agenda Items** (Discussion/ Action)
   Tentatively Scheduled Next Regular Meeting: Wednesday, November 14, 2007, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.

   - Maintenance Training Program (Discussion/Action) Adrian Moy
   - Digital Voice Announcement System (Discussion/Action)
   - Communicating Muni Service Interruptions (planned and unplanned) (Discussion/Action) Murray Bond
   - Embarcadero L-Taraval Door Incident (Discussion/Action)

8. **Adjournment:** 5:37 p.m.

Respectfully submitted by:
Debra J. Reed
SFMTA CAC - Secretary

City & County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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for
Wednesday, November 14, 2007 at 3:00 p.m.
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2.	**Public Comment**	3:03
3.	**Adopt Minutes for October 10, 2007** (Discussion/ Action)	3:05
4.	**Report of the Chair** (Discussion)	3:07
5.	**Maintenance Training Program** (Discussion/Action) Adrian Moy	3:10
6.	**Communicating SFMTA Service Interruptions (planned and unplanned) to the public** (Discussion/Action) Murray Bond	3:40
7.	**The SFMTA CAC recommends that the SFMTA increase the Rail Maintenance staff by 50% from current levels thereby returning them to their levels in the year 2000.** (Discussion/Action)	4:40
8.	**Schedule Upcoming Meetings and Agenda Items** (Discussion) **Tentatively Scheduled Next Regular Meeting**: Wednesday, January 9, 2008, 1 So. Van Ness Ave., Conference Room 3075 at 3:00 p.m.	4:55
9.	**Adjournment**	5:00

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(Chapter 67 of the San Francisco Administrative Code)

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City and County of San Francisco
Municipal Transportation Agency
Citizens' Advisory Council (SFMTA CAC)

Engineering, Maintenance & Safety Committee (EMSC)

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Regular Meeting Minutes

Wednesday, November 14, 2007 at 3:00 p.m.
1 South Van Ness Avenue, Conference Room 3075
San Francisco, California

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11/4/07

1. **Call to Order / Roll Call:** Chairman Weaver called the meeting to order at 3:08 p.m.

   EMSC Members present at Roll Call: Daniel Weaver (Chairman) and Steve Ferrario.

   EMSC Members absent: Bruce Oka (excused) and Jamison Wieser (excused).

   SFMTA CAC Members, not on this committee, but also present: Norman Rolfe (Pro temp for Jamison Wieser) (Mr. Rolfe departed at 4:40 p.m.)

   SFMTA staff and other city departments present: Debra Reed (SFMTA CAC Secretary), Adrian Moy (SFMTA Deputy Director – Safety and Training), David Chan (SFMTA Trainer), Murray Bond (Deputy Director for Strategic Communications), Don Gee, Ken McDonald (SFMTA Chief of Operations) and John Byrd (SFMTA Deputy Director for Rail Operations).

2. **Adopt minutes of October 10, 2007:**
   Motion to adopt minutes: unanimously approved.

3. **Public Comment concerning any issue within the jurisdiction of the Council and not noted on the agenda:** None

4. **Report of the Chairman:** Dan Weaver

   No report.

5. **Maintenance Training:** (Discussion/Action) Adrian Moy and David Chan

   Mr. Moy said that the training staff consisted of two trainers and a retiree. Currently, there are four vacancies for trainers. The Agency relies heavily on vendor training. There is a joint labor management training project with the Community Transportation Center funded by grants from the FTA and the Department of Labor. There had been discussion by the SFMTA and other agencies to partner with City College to provide a curriculum for a technician career path.

   Questions and Comments

   Chairman Weaver asked about the emergency crew. Mr. Moy said that there is no standing emergency crew. Inspectors and supervisors have been identified on a rotational base to

respond as a team to troubled locations. External Affairs recruit office personnel to serve as service quality groups to assist with crowd control and distribute information updates. Buses are used to provide alternate service until full service can be restored.

Mr. Ferrario commented that there were no institutes for historical and cable cars. Mr. Moy said that trainers have been working closely with key employees to develop a training based on retiree's knowledge.

Chairman Weaver asked about strategies to avoid future 12-hour tunnel shut downs due to computer failures. Mr. Byrd said that computer restrictions have been removed to allow manual driving operations. Mr. Byrd is having discussions with Thalis to coordinate training. Ken McDonald (COO) is looking to have Thalis reevaluate the ATCS system for upgrades.

Chairman Weaver asked if the SFMTA met bus vehicle maintenance standards. Mr. Moy stated that all buses at the Woods facility that were tested by the California Highway Patrol passed inspection.

6. **Communicating SFMTA Service Interruptions to the Public:** (Discussion/Action) Murray Bond and Don Gee

   Mr. Bond said that the SFMTA recently signed a contract with MISI Consultants to develop an E-Alert communication system for system failures and stoppages.

7. **The SFMTA recommends that the SFMTA increase the Rail Maintenance staff by 50% from current levels thereby returning them to their levels in the year 2000:** (Discussion/Action) Ken McDonald

   Mr. McDonald said that rather than looking at staff levels from year 2000 his focus has been on increasing staff based on annual mileage. Annual mileage increased with the advent of the T-Third. In light of TEP and Proposition A, Mr. McDonald expected his new plan would be ready for presentation to the CAC in January/February 2008. The item will be continued.

8. **Committee Members' Questions/Information Requests:** (Discussion)

   No questions.

9. **Agenda Planning for the Next Regular Meeting Tentatively Scheduled:**

   Next regular meeting: January 23, 2008, at 1 South Van Ness Avenue, Conference Room 3075, at 3:00 p.m.

   - Maintenance and Operation Budget FY08-09 – Ken McDonald

10. **Adjournment:** The meeting officially adjourned at 4:40 p.m. with the departure of Pro Temp Normal Rolfe. With no quorum, remaining members continued in conversation.

Respectfully submitted by:
Debra J. Reed
SFMTA CAC - Secretary

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